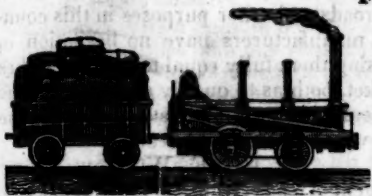


AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,
AND MINES.

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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

NICOLL'S PATENT SAFETY SWITCH FOR RAILROAD TURNOUTS.

This invention, for sometime in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLL,
Reading, Pa.
Jan. 1, 1845.

TO IRON MANUFACTURERS.

The subscribers as Agents of Mr. Geo. Crane of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & Co.
No. 4 South Front street, Philadelphia, Pa.

S. VAIL, Proprietor of the Speedwell Iron Works, near Morristown, N. J. can supply at short notice railroad companies and others, with the following:

Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, as a large quantity in the strait bar is kept constantly on hand. Crank axles for locomotive engines, made from the best Pennsylvania iron. Straight axles for locomotives for outside connection engines. Frames for engines. Wrought iron work for steamboats, and shafting of any size. Cotton screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for railroad water stations. He refers to the following gentlemen:

Baldwin, Vail and Hufty, Philadelphia; Wm. Norris, Philadelphia; N. Campfield, Savannah, Ga.; J. and S. Bones, Augusta, Ga.; D. F. Guez, New Orleans, La.; Adam Hall, New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schuyler, New York.

VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and East of Parker street, containing 68,497 square feet, with the following buildings thereon standing:

Main Brick Building, 120 feet long, by 46 feet wide, two stories high. A Machine Shop, 47x43, with large Engine, Face, Screw, and other Lathes, suitable to do any kind of work.

Pattern Shop, 35x32 feet, with Lathes, Work Benches, &c. Work Shop, 56x35 feet, on the same floor with the pattern shop.

Forge Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 18 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums, Pulleys, &c., large and small Trip Hammers, Furnaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.

Foundry, at end of Main Brick Building, 60x45 feet, two stories high, with a shed part 45x20 feet, containing a large Air Furnace, Cupola, Crane and Corn Oven.

Store House—a range of Buildings for Storage, etc., 200 feet long by 20 wide.

Locomotive Shop, adjoining Main Building, fronting on Parker street, 54x25 feet.

Also—A Lot of Land on the Canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler House 50 feet long by 30 feet wide, two stories.

Blacksmith Shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. & G. RALSTON & CO., Philadelphia.

MACHINE WORKS OF ROGERS, KETCHUM & GROSVENOR, Paterson, N. J.

The Undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tyres; Car Wheels of cast iron, from a variety of patterns, and Chills; Car Wheels of cast iron with wrought Tyres; Axles of best American refined iron; Springs; Boxes and Bolts for Cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved Patterns, style and workmanship.

Mill Gearing and Millwright work generally; Hydraulic and other Presses; Press Screws; Callenders; Lathes and Tools of all kinds; Iron and Brass Castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

Paterson, N. J. or 60 Wall street, N. Y.

MESSRS. EDITORS:—As your paper is devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore Railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Delaware, Sept. 26, 1840.

The undersigned take pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendent,
JAMES ELLIOTT, Sup't Motive Power,
W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the N. Jersey Railroad and Transportation Office, No. 1 Hanover st., New York.

TO RAILROAD COMPANIES and MANUFACTURERS OF RAILROAD MACHINERY.—The subscribers have for sale American and English Bar Iron, of all sizes; English Blister, Cast, Shear and Spring Steel; Juniata Rods; Car Axles, made of double refined iron; Sheet and Boiler Iron, cut to pattern; Tyres for Locomotive Engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article.

The Tyres are made by Messrs. Baldwin & Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

N. E. corner 12th and Market streets, Philadelphia, Pa.

TO THOSE INTERESTED in Railroads. Railroad Directors and Managers are respectfully invited to examine an improved Spark Arrester, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used, is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks, passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust, they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity, to the bottom of this chamber; the smoke and steam passing off at the top of the chimney through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits.

E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superintendent Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Philadelphia, Reading and Pottsville railroad, Reading, Pa.; W. E. Morris, pres't Philadelphia, Germantown and Norristown railroad company, Philadelphia; E. B. Dudley, pres't W. and R. railroad co., Wilmington, N. C.; Col. James Gadsden, pres't S. C. and C. railroad comp'y, Charleston, S. C.; W. C. Walker, agent Vicksburg and Jackson railroad, Vicksburg, Miss.; R. S. Van Rensselaer, engineer and sup't Hartford and N. Haven railroad; W. R. McKee, sup't Lexington and Ohio railroad, Lexington, Ky.; T. L. Smith, sup't N. Jersey railroad trans. co.; J. Elliott sup't motive power Philadelphia and Wilmington railroad, Wilmington, Del.; J. O. Sterns, sup't Elizabethtown and Somerville railroad; R. R. Cuyler, pres't Central railroad co., Savannah, Ga.; J. D. Gray, sup't Macon railroad, Macon, Ga.; J. H. Cleveland, sup't Southern r. road Monroe, Mich.; M. F. Chittenden, sup't M. P. Central railroad, Detroit, Mich.; G. B. Fisk, president Long Island railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs Baldwin and Whitney, of this city, will be promptly executed.

FRENCH & BAIRD.

N. B. The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia Pa., April 6, 1844.

W. R. CASEY, CIVIL ENGINEER, No. 23 Chambers street, New York, will make Surveys, Estimates of Cost and Reports for Railways, Canals, Roads, Docks, Wharves, Dams and Bridges of every description, with Plans and Specifications, and when required, superintend their execution.

He will also make Surveys of Estates, with correct maps and descriptions of the same; and examine and report on the best mode of rendering them productive by draining, mines, quarries, water power, roads, bridges, wharves, etc.

TO IRON MASTERS—FOR SALE.

Mill Sites in the immediate neighborhood of *Bituminous Coal and Iron Ore*, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railroads. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,
No. 23 Chambers st., N. Y.

PATENT RAILROAD, SHIP AND Boat Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of wrought Spikes and Nails from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent,) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with spikes made at the above named Factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory prices by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water street, New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his spikes.

PATENT Hammered Railroad, Ship and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of railroad, ship and boat spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscribers at the works, will be promptly executed.

JNO. F. WINSLOW,

Agent Albany Iron and Nail Works.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; Jas. H. Whitney, do.; E. J. Eting, Philadelphia; Wm. E. Coffin & Co., Boston.

ANDREW MENEELY'S Manufacturing Establishment, West Troy, Albany County, New York. The subscriber manufactures and keeps constantly on hand Theodolites, Transit instruments, Levels, etc., of the most approved construction. He would invite the attention of surveyors to his Improved Compass, which is almost equal to a Theodolite, inasmuch as angles can be taken without the needle. Angles of elevation can be taken with precisely the same accuracy as horizontal angles. Town clocks, with dead beat escapements, warranted to perform in the best manner, and keep correct time. He still continues to cast Church Bells, warranted not only to stand, but tone such as to give satisfaction and please, and fastens to them cast iron yokes, ready to hang. Also steamboat and factory bells, of all sizes, constantly on hand; and copper and brass castings of every description made to order.

THE NEW CASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires; Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives. The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

SPRING STEEL for Locomotives, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 14 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOHN F. WINSLOW, Agent,
Albany Iron and Nail Works, Troy, N. Y.

PROPOSED RAILROAD BETWEEN CAIRO AND SUEZ.

A canal across the Isthmus of Suez is now in project. Some good communication is required there, and the following extract from the Report of M. Galloway, C. E., will show the difficulties in the way of a canal:

"I started from Suez on the 10th of March, 1844, and six miles from that place fell in with the remains of what is called the ancient canal, which extends about nine miles, but beyond that nothing whatever is visible. I directed my course to Sheik Anedik, occasionally diverging from right to left, and so on to the Bir El Arrass and the Bir El Dowedar, all of which appear on the map; and when within sight of the bay of Tineh I could not approach it, owing to the land being very swampy. Having achieved all I sought for—viz., an examination of the different lines projected, I retraced my steps into the El Arish road, and skirted the Desert up to Salich, and near to Belbeis, where I turned off across the country, and joined Moses' Canal at Zag-Zig, thence proceeded into the Damietta branch of the Nile round the head of the Delta, and down the Rosetta branch to Atté. The direct line proposed by Captain Veitch is impracticable, inasmuch as it presents overwhelming difficulties of sand mountains, besides very high and low levels. The second line proposed would also be attended with similar obstructions; and the third, that of uniting the Lake of Menzalah with the Bitter Lakes and the Mediterranean, is equally impracticable, inasmuch as they are mere marshes. Indeed, after paying due attention to the possibility of finding a suitable line for a canal, I confess I gave up the project as a hopeless one. Starting from Suez, where there would be considerable work to form into deep water an approach from the shore, and viewing the immense work to form an artificial port and channel into deep water seaward at Tineh, or any part of its neighbourhood, as well as the variable levels and marshy land for several miles before reaching it, I have come to the conclusion of its being an impracticable affair; one in which millions may be spent in the attempt to effect it, while in the end it must be abandoned. What may have existed in the time of the ancients I know not, but my own eyes convince me if any canal of importance was ever used, the land must have undergone a material change, and what was available then is by this change rendered impracticable now. I am therefore disposed to look upon the Report of the French Commission with vast suspicion, and more particularly when I see their fellow-countrymen resident in Egypt following up the same ideas on most erroneous data.

"Last year Solimon Pacha and Galice Bey, (both French military officers in the service of the Pacha,) visited the remains of the ancient canal near Suez, and pronounced the feasibility of establishing the whole line, without going over the ground, and forgetting that it only formed one-twentieth part of the line, and that the least difficult. It is really amusing to read some of the remarks contained in the recently published pamphlets, and it is fortunate for the authors that the scene of their exploits is so far off to save them the pain of being severely animadverted upon. I have been over the Caledonian Canal, and I am well acquainted with its construction, and the difficulties Mr. Telford had with it, which, if I recollect right, cost the country above a million sterling. Judging from that parallel case, this work would cost treble as much—a sum which would be independent of the additional cost of the artificial harbour in the Mediterranean, which ought to hold many sail, and of the chan-

nel, which must be run from the canal at least six miles out. The work has also to be formed in a desert, and therefore, all the supplies must be sent from Cairo. If any parties are really serious about this project, their best plan would be, as a preliminary, to form the Suez railroad, so that they could convey the supplies and material, of which there is none along the whole coast, or in the district of the proposed canal; and I am not aware that any stone fit for such a work can be obtained, except from Upper Egypt, which of course must be conveyed down the Nile, and then across the Desert. In a word, the difficulties are so great, that I could fill a volume in narrating them."

MANUFACTURE OF SALT IN NEW YORK.

Our readers at a distance will suppose that we are "running off the track,"—some may even go so far as to allude to a certain river only too well known by many, but the fact is, that the sovereign State of New York, besides her immense forwarding business, and her extensive manufactures carried on by convicts, has also embarked in the manufacture of salt, and, by way of increasing the production of this necessity of life, has allowed a bounty in the shape of a drawback in the canal tolls for salt delivered at certain places named in the act of 13th April, 1843.

A duty of about 6 cents per bushel is or was imposed by the State, and to counteract the injurious effects of such excise, no toll was charged on fire-wood transported on the canals to the salt works. A large portion of this fuel was carried on the Oswego Canal, the tolls of which were thus kept down—a policy in high favor with the State authorities generally. What with the duty, the bounty, the remission of tolls on fire-wood, and the general supervision of an agent of unexceptionable politics, the actual state of the manufacture of salt in New-York is a riddle which we have not time to solve.

The average quantity imported into the United States is about six millions of bushels. The superintendent says in his Report:

There have been manufactured and inspected, in the town of Salina, during the year 1844, of
Common or fine salt, 3,358,240 bushels.
Coarse or solar salt, - 332,418 do
Ground or dairy salt, - 312,896 do

Total, - - - 4,003,554 do

Being an increase over 1843, of 876,054; over 1842, of 1,711,651 bushels; and over any previous year of 662,785 bushels. It will be perceived, by examining the table hereunto annexed marked A., that the increase has been principally at distant points, where a bounty is paid under the act passed April the 18th, 1843. The above increase may be attributed principally to the operations of the above law. Should it expire by its own limitation, and the same rate of duty and tolls be imposed that was levied previous to its passage, no doubt is entertained that the amount which will be manufactured in 1845, will fall short of 3,000,000 bushels, but if re-enacted we think the amount will exceed 4,500,000 bushels.

The operations of the act of the 18th April, 1843, entitled "an act to increase the revenues of the State by extending the market for salt, coal and lead," have realized the most sanguine

expectations of those who solicited its passage, not only in opening new markets for our salt, but also in securing for the State an increased amount of revenues. Its passage was urged upon the Legislature on the ground that it was the only method that could be adopted to give to the manufacturers important markets, from which they were excluded in consequence of the heavy duty imposed by the State, without diminishing its revenues. One of the principal objections urged against its passage was that it would materially lessen the revenues of the State derived from salt. But we think the result has most conclusively shown that these apprehensions were unfounded. The revenues to the State the past year in salt duties, and tolls for transporting it upon the canals, is greater in amount than has been realized in any one year since the duties were reduced to six cents per bushel, with the exception of 1841, in which year there was a large surplus manufactured which entered into the consumption of 1842. Whatever the State may have lost in salt duties, it has more than realized in canal tolls. Previous to the passage of the law under consideration, the manufacturers were almost entirely excluded from the eastern markets.

WHITE WATER VALLEY CANAL COMPANY.

We have before us the semi-annual Report made to the White Water Valley Canal Company on the 1st of Jan. 1845, from which it appears:

That of the \$432,000 stock subscribed, \$261,076 have been paid up, leaving unpaid only \$170,923. A majority of the stockholders, in order to complete the work, have pledged themselves to pay two instalments annually, on the 1st of March and Sept., thus completing their payments in 5 instead of 10 years allowed by the terms of subscription. This effort and the arrangements made with Mr. Vallett, it is supposed, will secure the completion of the canal the coming year.

The revenues of the company consist of

Tolls collected at Harrison,	-	\$1493:75
" " at Lawrenceburgh,	-	135:90
" " at Brookville,	-	2759:10
Water tolls collected,	-	1354:57

\$5743:32

Deduct expenses collecting, 396:09

do repairs, - 4773:51

5169:60

The repairs last year were thorough, and made expensive by wet weather and freshets. Notwithstanding the delay of this the tolls show an increased sum received from that source for the last over that of any previous six months of \$529.

Up to the present time the cost of construction amounts to 250,258:77 dollars, of which 61,475:01 has been worked out in payment of Stock.

The means of the company consisting, besides the canal, of real state, debts due, is estimated at 512,758 dollars, and their liabilities of all kinds exclusive of the Stock to \$80,758:48.

During the last year, the entire work between Connersville and Cambridge city has been let to Henry Vallette of Cincinnati, who is to receive pay in the bonds of their face, payable in 10 years with interest at the rate of 7 per cent, per annum, payable half yearly. This contract dispels all doubt of the early completion of the whole work to Cambridge.

The claims for damages for land, &c., on the line above Brookville, remain unpaid, but the whole liability on such accounts are not expected to exceed 30,000 dollars.—*Cin. Gaz.*

ILLINOIS CANAL.

The Report of the Illinois Canal Commissioners states the actual cost of the Illinois Canal thus far to be as follows:

Sum actually disbursed, - - - \$5,039,248
Liabilities of the Canal, - - - 1,063,945

Cost of the Canal at this time, - - \$6,103,293
Sum required to complete it, - - 1,600,000

Cost when complete under the new law, - - - \$7,703,293

The present canal debt of the State is given as follows:

Scrip and interest to Dec. 1st.,
1844, - - - \$411,046 57
Debt not bearing interest, - - 301,678 70
Ninety day checks, - - - 316 00
Due contractors, - - - 86,692 37
Damages on private property, - 23,587 96
Scrip issued to Gov. Ford in payment of damages to contractors, - - - 226,353 72
Interest due upon the same to Nov. 1st, 1844, - - - 14,000 00

Total, - - - \$1,063,045 00

NATIONAL RAILROAD, CONNECTING THE ATLANTIC AND PACIFIC.

We give a few extracts from the Memorial—

"Mr. Pratt, of New-York, presented the memorial of Asa Whitney, a merchant of that state who has recently returned from China, praying for the appropriation of a certain portion of the public lands for constructing a Railroad from Lake Michigan through the Rocky Mountains to the Oregon Territory, on the shores of the Pacific Ocean."

"Your Memorialist begs respectfully to represent to your honorable body, that, by rivers, railroads, and canals, all the states east and north of the Potomac, connect directly with the waters of the great lakes. That there is a chain of railroads in projection and being built, from New-York to the southern shores of Lake Michigan, crossing all the veins of communication to the ocean, through all the states south and east of the Ohio River, producing commercial, political, and national results and benefits, which must be seen and felt through all our vast confederacy."

"Your Memorialist would further represent to your honorable body, that he has devoted much time and attention to the subject of a railroad from Lake Michigan through the Rocky Mountains to the Pacific Ocean, and that he finds such a route practicable, the results from which would be incalculable—far beyond the imagination of man to estimate. To the interior of our wide-spread country, it would be as the heart is to the human body. It would, when all completed, cross all the mighty rivers and streams which wend their way to the ocean, through our vast and rich valleys, from Oregon to Maine—a distance of more than three thousand miles."

"Your Memorialist begs respectfully to represent further to your honorable body, that he can see no ways or means by which this great and important object can be accomplished for ages to come, except by a grant of a sufficient quantity of the public domain; and your Memorialist believes that from the proceeds of such a grant, he will be enabled to complete said road in a reasonable time, and at the same time settle this vast region of country, so far as the lands may be found suited to cultivation, with an industrious and frugal people; thus, in a comparatively short space of time, accomplishing what would

otherwise require ages, and thus at once giving us the power of dictation to those who will not long remain satisfied without an attempt to dictate to us."

"Your Memorialist would further respectfully represent to your honorable body, that, from an estimate as near accurate as can be made short of an actual survey, the cost of said road, to be built in a safe, good, and substantial manner, will be about \$50,000,000; and as the road cannot, from the situation of the uninhabited country through which it will pass, earn any thing, or but little, before its completion, then a further sum will be required to keep it in operation, repairs, &c., of \$15,000,000—making the total estimated cost of said road, when complete, the sum of \$65,000,000."

"Your Memorialist prays further that your honorable body will order a survey of said route, to commence at some point to be fixed upon, as most desirable, on the shores of Lake Michigan, between the 42d and 45th degrees of North latitude; thence west to the gap or pass in the mountains; and thence by the most practicable route to the Pacific Ocean."

The following letter from Col. Gadsden to the editors of the Washington Constitution, ought, we should suppose, to have some weight with Congress, if they are not utterly bereft of all sense of justice:—

CHARLESTON, S. C., JAN. 50, 1845.

Gentlemen—On a recent occasion, the Georgia and South Carolina Railroad Companies memorialized Congress for a remission of duty on railroad iron. The ground of their memorial was on the reasonable and just consideration, that their works were important links in the great chain of railroad and mail communication between Portsmouth and New Orleans, and had been commenced under the faith of the law admitting railroad iron free of duty. The exorbitant exaction of \$25 per ton imposed, and which is from 75 to 80 per cent. on the invoice price in England, did not enter into the original estimate of cost, and the necessity of providing in cash for this unexpected tax, has retarded the completion of roads in which the public cannot but feel a deep interest. The prayer of the memorialists seems to have been responded to in a bill introduced by Mr. Phoenix, and which would no doubt have been favorably entertained by Congress, but for a violent opposition from some of the members from Pennsylvania. These gentlemen, regardless of the fact that their state had imported 80,000 tons of rail iron, which, at \$25 per ton, was equivalent to two millions of dollars saved in the construction of their public works, and by which alone they had been enabled to penetrate to their coal and iron regions, attempted a justification of this sectional and selfish opposition by the assertion, that rail iron could be supplied as cheap in the country as it could be imported. Several of the gentlemen who made this declaration have been addressed by the undersigned, to name the manufacturer who could, in a reasonable time, supply iron on the conditions stated. But one has had candor enough to reply, and to admit that he has no personal knowledge of the fact, but has been informed that the Western Works, in Armstrong county, will furnish rail iron at \$55 per ton, and it has likewise been said that the Savage Works, near Cumberland, will contract at the same rate, after they have finished a road, by which alone the iron can be transported from the furnace, and have fulfilled an obligation to the Baltimore and Ohio Railroad for a supply they need.

Before a late importation of iron was ordered by the Georgia Railroad Company, an agent

was despatched to Pennsylvania, to receive proposals for the amount of iron required; \$70 per ton was the lowest offer made; and this with the condition annexed, that time should be allowed to prepare the machinery necessary for manufacturing the rails. It would seem, therefore, that the railroads now under construction must be suspended until the American manufacturer can receive a tempting offer, sufficient to justify the preparing of the machinery necessary to make rail iron; and then to receive for it some 30 or 40 per cent. above the price at which it can be imported. But admitting that the iron may now be obtained at \$55 per ton, this sum is still far beyond the price at which foreign iron could be imported, even with a reasonable revenue duty paid. The Georgia Railroad Company paid £5 9s. 6d. per ton for iron purchased by them of the Bridge pattern; and the South Carolina very recently imported 200 tons at £6 per ton.

We will assume, however, £7 as the cost per ton in England at \$4 80 - - - \$30 60
Freight to Charleston - - - 5 00
Revenue duty at 25 per cent. - - 7 65
Add for insurance and incidental charges 1 75

\$45 00
Cost of same iron at Pennsylvania or Maryland furnaces per ton - - - \$55 00
Freight as per agreement, on railroad to Baltimore - - - 2 75
Freight to Charleston - - - 2 50
Insurance and incidental charges - - 1 25

61 50
Excess paid for domestic iron per ton 16 50
Add duty to Government - - - 7 65

Protection tax per ton - - - \$24 15

Every railroad, therefore, now constructing, has to pay to the Pennsylvania manufacturer a protective duty of \$24 15 per ton on rail iron, which, with the bridge or edge pattern, is equivalent to \$2,030 additional cost per mile, for the road; while that state has saved this amount in the cost of roads, which have imparted to her the power of taxing sister communities.—*Charleston Mercury.*

THE BOSTON, CONCORD AND MONTREAL RAILROAD Corporation was organized at Plymouth on Wednesday last, by the choice of Hon. Josiah Quincy, of Rumney, as President, Charles Lane, Esq. of Gilford, Clerk, and William C. Thompson, Esq. of Plymouth, Treasurer. The corporation adopted the general railroad law of New Hampshire as a part of its charter, admitted a large number of associates, and chose Woodbury Melcher, Gilford, Zenas Clement, Sandbornton, R. G. Lewis, New Hampton, Wm. W. Russell, Plymouth, Wm. D. McQuestion, Wentworth, John Page, Haverhill, and Abel Underwood, Wells River, who, with the President and Clerk, are to constitute a Board of Management for the Corporation.

The Board will take efficient measures to forward this great enterprise. They have engaged the services of Mr. Crocker, of Mass. the Engineer who has just completed the survey of that part of this route which lies in Canada, to commence a survey in New Hampshire forthwith. Books are to be immediately opened for subscriptions for stock, in the country, and will ultimately be carried to the cities with full surveys, estimates and statistics, there to be offered as the most inviting opportunity for investment that has been presented since Railroads were first invented.

Mr. Boardman, from the committee appoint-

ed for that purpose, reported the following resolutions:

Resolved, That information which we have already obtained, satisfies us of the practicability of the route for a railroad from Concord, via Meredith, Plymouth, Haverhill and Stanstead to Montreal.

Resolved, That the interests of the terminating points of the Boston, Concord and Montreal Railroad, and the interests of the whole population between those points, imperiously demand the construction of said road.

Resolved, That in our judgment the amount of business to be done on said road when constructed, will be so large, that money invested in it cannot fail to afford a profitable return.

Resolved, That the enterprise ought to be commenced with the least possible delay, prosecuted with unremitting assiduity and perseverance, and completed with the utmost despatch.

Resolved, That we hereby tender to the Boston, Concord and Montreal Railroad Corporation, in the prosecution of this enterprise, all the aid which it is in our power to give them, and we strongly urge it upon the officers of that corporation, to procure a survey of the route at the earliest practicable moment; that they immediately cause books for the subscription of stock to be opened; and that they leave unattempted no effort which will hasten the completion of the enterprise.

Resolved, That we have strong confidence in the belief, that the route above described is the one marked out by nature, being free from ice and every other obstruction, and very decidedly the best for a great thoroughfare between the commercial emporiums of New England and Canada.

From the Binghamton Courier.

Railroad from Binghamton to Albany, and to connect with the Boston Road.

My Dear Sir:—I have been waiting anxiously for the citizens of New York city to subscribe the requisite sum to warrant the Directors of the New York and Erie Railroad Co. (since the State have virtually given the Co. \$3,000,000,) to proceed, and complete said Road. But I have now become satisfied that the city of New York had rather lose the trade of the "Southern tier of Counties" and all of the trade of "the far West," that would naturally flow through said channel of communication, than to subscribe the requisite sum for its completion, (yet I have no doubt, if built, that the city of New York would save enough every ten years to pay the whole cost of building said Road), and thousands of individuals have come to the same conclusion that I have. And my object now is, through your paper, to call the attention of the people to another project, which is a Road from Binghamton to Albany, via Harpersville, Bainbridge, Unadilla, Otsego, Colliersville, Cobleskill, Smithsbridge, &c., or such other route as may be deemed most feasible. By this project, I am satisfied the stock will all be taken by the people on the line of said Road, and the Bostonians. I am aware that this project will divert a large portion of trade from the city of New York, and give it to Boston, which I regret as much as any citizen of the Empire State does, for I have a little state pride, but if we cannot have things as we want them, we must take them as we can get them.

I wish you would publish this in your paper, for the purpose of calling the attention of the people along the line of this contemplated route to the subject, preparatory to a meeting to be called, to take the matter into consideration.

A. KEYES.

Bainbridge, Dec. 31, 1844.

NEW YORK AND ERIE RAILROAD.

We are indebted to Mr. J. E. Bloomfield for the "Report of the Committee on Railroads, on the petition praying for a surrender of the lien of the State upon the New-York and Erie Railroad." The report concludes with this favorable recommendation—

"The reasons that would influence the committee to recommend that the lien of the state be released on the condition of three millions being subscribed, and one fourth paid in, instead of making the completion of the road a condition of the release, are, that the company relies upon borrowing one half the amount necessary to complete the work, by pledging the road for security—and such a loan could not be obtained while the state lien existed.

"They would, therefore, as soon as enough was obtained by private subscription for one half the work, recommend the removal of all embarrassment to the borrowing the remainder created by the lien of the state. Should the company fail to procure the subscription, the lien will remain as it is. Should they succeed, the completion of the work may be looked upon as certain, in the opinion of the committee."

We perceive by the papers, that petitions are presented against the location of part of this work in Pennsylvania. We cannot permit ourselves to believe that there is any serious hostility to this measure; for, to refuse this, is to destroy the New-York and Erie Railroad. The restriction of the road to this state was a most unfortunate one; for, at that very time, it was known that the line must be carried into Pennsylvania. The southern counties of New-York look to this work as their only means of obtaining a good communication with this city, and are utterly indifferent as to whether the road is located entirely within this state or not; they want the cheapest, quickest, and easiest route, and, if Pennsylvania or New-Jersey offer such, they are not too exclusive to avail themselves of it. The good sense of the Legislature must see this matter in its true light when they examine the question; we then confidently anticipate a release from the state lien, and full permission to locate the road wherever the interests of the work may point out the most advantageous line, with reference to the great subjects of traffic and engineering.

ENLARGEMENT OF SCHUYLKILL CANAL.

Every canal, however small, is better adapted to a certain amount and description of business than a canal of different dimensions. We are under the impression that a canal, of the size of the Schuylkill, will be more efficient for a coal trade not exceeding one and a half millions of tons per annum, than a larger and more costly work. But, assuming the enlargement to be judicious, we object to the dimensions of the new locks, which are to be 110x18, as on the enlarged Erie Canal.

Perhaps our Pennsylvanian neighbors are not aware that the "State Engineers" of New York strongly insisted on locks 16x110, and a channel 7x70, in place of the old locks 90x15, and the old channel 4x40. That a width of 40 feet, for boats 15 feet wide to pass easily, is rather too little, was very well known, but an addition of 10 feet

would have been quite enough. All professional men were astonished at the views of the "State Engineers;" the common sense of the public became alarmed, and, by some means or other, the Commissioners contrived to increase the width to 18 feet. This dread of a greater width of lock, on the part of the state officers, has been generally ascribed to the influence of the canal forwarders and others, who suspected that, with locks 120x24x7, transshipments at Buffalo and Albany would be in great measure avoided—at the former port partially, at the latter totally. The friends of the Schuylkill Navigation cannot select more unfortunate advisers or examples than the "State Commissioners and Engineers" of New-York. There is not the slightest reason to suppose, that the honor and interests of the state, or any of the higher considerations which influence the members of an honorable profession, were allowed any weight in their counsels. Hence we are sorry to see that gentlemen every way superior to these "State officers" should imagine that, because the enlargement of the Erie Canal demanded a thorough and impartial examination of the whole question, it therefore received it. We will soon give some proofs of the capacity and integrity of these "Commissioners and Engineers," as exemplified in the cases of the Chenango and Genesee Valley Canal, &c.

The great object with the friends of the Schuylkill Navigation should be the trade of the North, of which Mr. Roberts is well aware:

"Only a small part of this vast supply of fuel is consumed at Philadelphia, the great bulk of it being sent to New-York, and to other centres of population and industry farther to the north and east, whose inhabitants are deeply interested in obtaining these essential supplies by the cheapest means of conveyance. Water communications exist with them all adapted to vessels of a larger size than the boats that now traverse the Schuylkill Navigation, and although the boats now in use carry coal without transshipment from Pottsville to New-York, an increase of their dimensions and capacity is exceedingly desirable."

In order to tow safely through the bay of New-York, and, as far as practicable, in the Sound, a width of 18 feet is too little—the boats are not sufficiently stiff. Now the difference in the cost of lockage, on Mr. Roberts' plan of construction, of 120x22 or 24, and of 110x18, will not exceed \$80,000; the ordinary balance gates may be used, and no increased width of channel will be required. Of the great superiority of vessels of 22 or 24 feet beam over those of 18 feet, on broad rivers and bays, no one can entertain a doubt; and as increased capacity is not so much the aim at present, as the introduction of a class of boats better fitted to the trade of the North, we cannot help thinking that, even admitting the enlargement to be judicious, the adoption of the dimensions introduced by mere politicians on the Erie Canal must necessarily lead to failure.

The enlargement of the Schuylkill Navigation is determined on; hence we take the liberty of drawing the attention of those interested to a measure which we think of the utmost importance, whether the enlargement be judicious or unfortunate—a greater width of lock.

ENGLISH RAILROAD SHARE-LIST.

ENGLISH RAILROAD SHARE-LIST.													
NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Total sums, in pounds, expended at date of latest balance sheets.	Cost of working in pounds, as stated in latest balance sheets.	Total earnings, in pounds, as stated in latest balance sheets.	Dividend at last meeting.		Paid on share.	Value of share.	NEW AND PROPOSED RAILWAYS.		Share Capital.
							Per share.	Per cent. per annum.			Aberdeen	Barnsley Junction	
Arboath and Forfar.....	15	102,000	35,000	138,870	.....	.....	0 12 6	2 10 0	25	27	Birk. and Ches. Junction.....	1,000,000	1,600,000
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	53,203	1 5 0	2 10 0	100	100	Bolt, Wigan and Liverpool.....	800,000	200,000
Branding Junction.....	23	161,700	365,470	481,452	.....	.....	.....	.....	50	54	Caledonian.....	1,800,000	385,000
Bristol and Gloucester.....	37½	400,000	211,000	.....	.....	.....	.....	.....	30	36	Cambridge and Lincoln.....	1,250,000	400,000
Chester and Birkenhead.....	14½	750,000	143,170	518,989	5,856	13,148	0 8 6	1 14 0	50	32	Chatham and Portsmouth.....	5,000,000	1,000,000
Dublin and Drogheda.....	31	450,000	150,000	500,869	.....	.....	.....	.....	55	72	Chester and Wrexham.....	120,000	800,000
Dublin and Kingston.....	6	200,000	152,200	359,000	.....	.....	6 0 0	6 0 0	100	166	Churnet valley.....	1,800,000	1,000,000
Dundee and Arbroath.....	16½	100,000	49,445	153,416	2,989	6,993	1 5 0	5 0 0	25	29	Direct Northern to York.....	4,000,000	950,000
Durham and Sunderland.....	18½	169,350	124,055	270,392	9,889	17,702	.....	.....	34	29	Dublin and Belfast.....	950,000	250,000
East County and North and East.....	86½	4,443,200	1,341,155	3,931,905	47,385	118,726	1 6 6	.....	45	57	Edinburgh and Northern.....	800,000	270,000
Edinburgh and Glasgow.....	46	1,125,000	1,649,523	29,429	55,866	1 2 6	4 10 0	.....	50	57	Ely and Bedford.....	270,000	1,300,000
Glasgow, Paisley and Ayr.....	51	937,500	.....	1,066,951	12,446	36,736	1 2 6	4 10 0	50	60	Glasgow, Dum. & Carlisle.....	1,300,000	1,200,000
Glasgow, Paisley and Greenock.....	22½	650,000	216,666	787,884	11,572	23,177	5 0 2	0 0 0	25	12	Gt. Grimsby and Sheffield.....	600,000	600,000
Grand Junction.....	104	2,478,712	.....	2,453,169	84,309	195,080	5 0 0	10 0 0	100	210	Harwich and E. coun. Jun.....	160,000	160,000
Great North of England.....	45	969,000	581,017	1,262,518	12,201	36,189	1 12 6	3 5 0	100	119	Huddersfield & M. rl. & cl.....	600,000	600,000
Great Western.....	221½	4,650,000	3,679,343	7,272,539	132,235	369,904	3 10 0	7 0 0	75	138	Kendal and Windermere.....	125,000	125,000
Hartlepool.....	15½	438,000	155,540	719,205	.....	.....	.....	.....	100	.....	Leeds and Dewsbury.....	400,000	400,000
Leicester and Swannington.....	16½	140,000	.....	140,000	2,207	6,317	1 5 0	5 0 0	50	.....	Leeds and Thirsk.....	800,000	800,000
Liverpool and Manchester.....	32	1,209,000	497,750	1,739,835	57,239	117,559	5 0 0	10 0 0	100	203	Liv. Ormskirk and Preston.....	600,000	600,000
Llanelli.....	27	200,000	44,000	221,624	.....	.....	1 0 0	2 0 0	87	.....	London and Portsmouth.....	1,750,000	1,750,000
London and Birmingham.....	12½	6,874,976	1,928,845	6,393,468	92,823	405,768	.....	.....	100	218	London and York.....	5,000,000	5,000,000
London and Blackwall.....	3½	804,000	266,000	1,315,640	15,978	23,870	.....	.....	16	6	Londonderry & Enniskillen.....	500,000	500,000
London and Brighton.....	56	1,793,800	998,350	2,630,451	29,372	84,880	0 12 0	2 8 0	50	47	Lynn and Ely.....	200,000	200,000
London and Croydon.....	8½	550,000	229,000	761,885	7,583	10,545	0 5 0	2 10 0	14	17	Manchester, Bury and Ross.....	300,000	300,000
London and Greenwich.....	3½	759,383	233,300	1,040,930	15,193	28,933	.....	.....	13	10	Manchester and Buxton.....	250,000	250,000
London and South Western.....	92½	2,222,100	630,100	2,596,291	68,457	150,469	1 12 6	6 10 0	41	73	Mullingar and Athlone.....	.....	.....
Manchester and Birmingham.....	31	2,100,000	690,586	1,923,699	15,397	58,162	1 0 6	5 0 0	40	48	Newcastle and Berwick.....	700,000	700,000
Manchester and Bolton.....	10	778,100	197,730	773,743	8,585	21,140	2 2 0	4 10 0	93	110	Richmond & W. End Junc.....	.....	.....
Manchester and Leeds and Hull.....	81	2,937,500	1,943,932	3,921,593	46,653	156,761	.....	.....	71 & 101	60	Scottish Central.....	700,000	700,000
Midland railway.....	178½	5,158,900	1,719,630	6,279,056	76,983	281,898	.....	.....	100	96	Sheffield and Lincolnshire.....	650,000	650,000
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069	26,499	73,947	4 0 0	4 0 0	100	105	Shrewsbury and Gd. Junc.....	400,000	400,000
Newcastle and Darlington.....	23	500,000	.....	405,728	.....	.....	.....	.....	21	49	Shrew. Wolv. Dudley & B.....	900,000	900,000
Newcastle and North Shields.....	7	150,000	153,876	309,629	8,943	18,466	.....	.....	2	0 0	Trent Valley.....	900,000	900,000
North Union.....	39	739,201	308,306	1,015,447	9,071	37,794	2 10 0	6 16 8	100	104	West London Extension.....	64,000	64,000
Paris and Orleans.....	82	1,600,000	400,000	1,978,415	.....	.....	0 16 0	8 0 0	20	39	West Yorkshire.....	1,000,000	1,000,000
Paris and Rouen.....	84	1,440,000	.....	31,247	91,171	.....	.....	.....	8	0 0	Whitehaven and Maryport.....	100,000	100,000
Preston and Wyre.....	19	830,000	179,852	355,161	4,191	7,066	.....	.....	50	18	FRENCH RAILWAYS.		
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	11,895	14,876	.....	.....	82	93	Boulogne and Amiens.....	1,500,000	1,500,000
South Eastern.....	88	2,996,000	1,530,277	3,464,172	40,993	81,482	0 10 6	2 2 0	50	39	Central of France.....	1,280,000	1,280,000
Taff Vale.....	30	465,000	154,785	590,006	8,509	18,414	0 0 0	6 5 0	100	55	Lyons and Avignon.....	2,400,000	2,400,000
Ulster.....	25	519,150	20,000	348,626	5,401	13,856	0 15 0	5 1 8	29	37	Orleans, Tours & Bordeaux.....	2,000,000	2,000,000
Yarmouth and Norwich.....	20½	187,500	62,500	230,250	.....	.....	.....	.....	16	25	Paris and Lyons.....	2,500,000	2,500,000
York and N. Mid. and Leeds and Selby.....	28	1,062,500	167,500	676,644	27,132	55,752	2 10 0	10 0 0	50	100	Paris and Orleans.....	1,600,000	1,600,000
Paris and Rouen..... 1,440,000													
Steam and Miscellaneous.													
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p. c. per ann.	Last price.	Present price.	NAME OF COMPANY.						
Anglo Mexican Mint.....	10,000	10	10	.....	15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000	18½	.....	.....	2	.....	Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company.....	5,700	100	35	.....	34½	.....	Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation.....	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	100	10	.....	.....
Gt Western Steam Pa.....	.....	.....	100	.....	25	.....	Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Pav.....	15,000	10	6	5	6½	.....	Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½	.....	Oxford.....	1,786	100	100	30	505	.....
Peninsular and Oriental.....	11,493	50	50	7	64½	65	Regents or Loncon.....	21,418	33½	33½	2½	25	25
Diit.....	3,200	50	40	7	.....	.....	Shropshire.....	500	125	125	6	120	120
Polytechnic Institution.....	.....	.....	.....	6	.....	.....	Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc.....	5,323	100	100	4½	104	104	Stafford and Worcester.....	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60	.....	36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5	.....	.....	.....	Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7½	10	15	.....	Stroudwater.....	200	150	150	19	.....	.....
Thames Tunnel.....	4,000	50	50	.....	.....	.....	Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100	.....	.....	.....	Seyn & Why & Rail Av.....	3,762	26½	26½	5½	30	30
Canals.							Trent and Mersey.....	2,600	50	50	65	495	.....
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Thames and Medway.....	8,149	19½	19½	.....	10	10
Barnsley.....	720	100	100	14	180	180	Warwick and Birmingham.....	7,000	100	100	10½	167	.....
Birmingham, 1-16 share.....	3,000	118½	79	10	150	160	Warwick and Napton.....	980	100	100	8½	122	.....
Do. and Liverpool Junction.....	4,000	160	100	.....	13½	13½	Water Works.						
Coventry.....	500	100	100	20	365	365	Birmingham.....	4,800	25	25	3½	28	28
Cromford.....	460	do.	do.	24	250	250	East London.....	4,433	100	100	8	223	225
Derby.....	600	do.	do.	9	105	105	Grand Junction.....	5,500	av.	41 2-3	7½	88	90
Erewash.....	231	do.	do.	32	440	440	New River L. B. Ann.....	1,500	.....	.....	2½	.....	.....
Forth and Clyde.....	1,297	400½	40½	4	440	440	Manchester and Salford.....	6,486	av.	30	8½	57	57
Grand Junction.....	11,600	100	100	7	162	161½	Vauxhall, lt. S. London.....	1,000	100	100	5	55	55
Grand Surrey.....	1,500	do.	do.	.....	20	.....	West Middlesex.....	8,294	av.	63½	6½	126	127
Gloucester and Rerkley.....	5,000	do.	do.	.....	8	8	Docks.						
Glantham.....	749	150	150	8	185	185	Commercial Dock.....	1,065	100	100	3	137	.....
Lancaster.....	11,699	47½	47½	3	40	40	East and West India.....	.....	sto.	.....	5½	137	.....
Leeds and Liverpool.....	2,897	100	100	34	640	640	London.....	3,238,310	sto.	.....	4½	114½	115
Leicester.....	545	140	140	9	139	139	St. Katharine.....	1,352,752	sto.	.....	5	116	171
							Southampton.....	7,000	50	50	.....	.....	.....

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.
				Income.	Expend.	Income.	Expend.	
N. Y.	1 Black river canal—(including 4 yrs' def.)	35	2,065,285					In the estimate of cost no interest is allowed on the yearly deficiencies, nor are the six millions paid from auction and salt duties included, principal or interest. The Genessee valley and Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively. The total receipts from the works of Pennsylvania for 1843 were \$1,019,401; for 1844 \$1,164,326, and the cost about 30 millions. The receipts for 1844 were as follows: Canal tolls, - - - - - 578,404 Railroad tolls, - - - - - 252,855 Motive power, - - - - - 319,590 Trucks, - - - - - 13,477 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5½ mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	2 Cayuga and Seneca—(do. 14 years' def.)	21	419,830	16,557	10,953			
"	3 Champlain canal.	64	1,257,664	102,308				
"	4 Chemung—(do. 11 years' deficiencies).	23	1,012,685	8,140	14,486			
"	5 Chenango—(do. 7 years' def.)	97	3,267,590	16,195	15,967			
"	6 Crooked lake—(do. 10 years' def.)	8	263,950	461	3,674			
"	7 Erie—enlargement of.	363	20,435,406	1,880,316				
"	8 Genessee valley—(do. 5 years' def.)	120	4,167,846					
"	9 52 miles opened, cost \$1,500,000			12,292	13,819			
"	10 Oneida lake—(do. 4 years' def.)	6	85,082	225	2,239			
"	11 Oswego—(do. 14 years' def.)	38	882,399	29,147	22,742			
Pa	12 Beaver division canal.	25				7,381	5,386	
"	13 Delaware canal.	60				109,278	22,870	
"	14 French creek.	45						
"	15 Columbia railroad.	82				443,336	205,067	
"	16 Eastern division.	36				179,781	138,915	
"	17 Juniata canal.	39						
"	18 Portage railroad.	130				351,102	248,943	
"	19 Western division canal.	105						
"	20 North branch Susquehanna canal.	73						
"	21 West " " "	72				101,949	57,633	
Ohio	22 Hocking canal.		947,670	4,757		4,926		
"	23 Miami canal.		1,660,742	68,640	38,826	74,904		
"	24 Miami extension.		2,919,250	8,291		12,053		
"	25 Muskingum.		1,602,018	23,167		28,241		
"	26 Ohio.	310	4,600,000	322,754	123,398	338,267		
"	27 Wabash.		2,955,270	35,922	6,400	49,267		
"	28 Walhonding.		607,269	838	39,005	1,918		
"	29 Western road.		255,014	7,254	1,782	5,817		
Ind.	30 Sundry works.		11,000,000					
Ill.	31 Maumee canal.		10,000,000					
Mich	32 Sundry works.							
"	33 Central railroad.	110	1,842,308	149,987	75,960	211,170	89,420	
"	34 Southern railroad.	68	936,295	24,064	7,907	60,341	70,000	

CANALS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
	Blackstone.										We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income. The enlargement of the Schuylkill canal has been commenced. The Morris canal was lately sold for one million, about one-fourth of its cost. It is said in the papers that it is to be enlarged. We have seen no report, nor heard of the appointment of any engineer.
	Bald Eagle Navigation.	25	400,000								
	Beaver and Sandy, (part).		1,000,000								
	Charleston, (S. C.).										
	Chesapeake and Ohio.	184	12,370,470	47,637							
	Conestoga.	12	300,000								
	Delaware and Chesapeake.	13								26	
	Schuylkill.	108	3,500,000	379,795	102,221		190,693	120,624		31	
	Farmington.										
	James river and Kenhawa.										
	Middlesex.										
	Port Deposit.	10	200,000								
	Delaware and Raritan.	43	2,900,000	99,623	53,327						
	Southwark.		300,000								
	Tide Water.	45	2,900,000								
	Union.	80	2,000,000								
	Morris.	101	1,000,000							28	
	Dismal Swamp.										

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Length of chamber.	Size of locks.		Width of canal.		Estimate.	Expended to Sept. 1843.	1843.	
						feet.	feet.	feet.	feet.			Income.	Expense.
The Welland canal.										3,948,572	2,485,572	64,658	1,169
{ Main trunk from Port Colborne to Port Dalhousie		28	31	328	150	26 1-2	8 1-2	45	81				
{ Junction branch to Dunville		21	1	6	150	26 1-2	8 1-2	35	71				
{ Broad creek branch to Port Maitland		1 1-2	1	6	200	45	9	45	85				
The St. Lawrence canal.													
{ Galops and Port Cardinal.		2	2	7	200	45	9	50	90				
{ Rapid Plat.		4	2	11 1-2	200	45	9	50	90	672,498	973		
{ Farren's point.		3-4	1	3 1-2	200	45	9	50	90				
Cornwall, passing the Long Sault rapids.		11 1-2	7	48	200	55	9	100	150	865,372	1,665,663		
Beauharnois, do. Coteau, Cedars and Cascades road		11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426		
Lachine, do. Lachine rapids.		8 1-2	5	44 1-2	200	45	9	80	120	old canal.	400,000	29,288	9,011
Elargement of do.										1,001,333	64,439		
Total from lake Erie to the sea.		12	57	525									
Chambly.		66	9	74	120	24	6	36	60	200,000	440,000	1,409	1,096

COAL COMPANIES.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
		R. rd. Canals.		Gross.	Nett.		Gross.	Nett.			
	Delaware and Hudson.	16 108	2,800,000	930,203	196,702	10				117	
	Lehigh.	20 72	6,000,000							31	

AMERICAN RAILROADS.											
RAILROADS.	Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	SALES OF SHARES.	
			Gross.	Nett.		Gross.	Nett.			WEEK ENDING February 8, 1844.	Shares. Last Price.
Me. 1. Portland, Saco and Portsmouth.	50	1,200,000			7			6	100	.....	Competes with steamboats.
N. H. 2. Concord.	35	750,000						12	130	.....
Mass. 3. Boston and Maine.	56	1,384,050	178,745	68,499	6				109½	29 109½	
4. Boston and Lowell.	26	1,863,746	277,315	144,000	8	316,909	147,615		121	7 121	
5. Boston and Providence.	41	1,900,000	233,388	110,823	6				107	9 107	
6. Boston and Worcester.	48	2,885,200	404,141	162,000	6				118½	55 118½	
7. Berkshire.	21	250,000		17,500	7						
8. Charlestown branch.		250,000			13						
9. Eastern.	54	2,388,631	279,563	140,595	6			8	107	250 107	
10. Fitchburg.	50	322,538							111	7 111	
11. Hartford and Springfield.	25 1-2										
12. Nashua and Lowell.	14 1-2	380,000	84,079		8				120		
13. New Bedford and Taunton.	20	428,543	50,671	24,000	6						
14. Norwich and Worcester.	59	2,166,566	162,336	24,871		230,674		3	70½	5,998 70½	
15. Taunton branch.	11	250,000		20,000	8				118		
16. West Stockbridge.	3										
17. Western, (117 miles in Mass.).	156	8,319,520	573,882	284,432					99½	310 99½	
18. Worcester branch to Milbury.		5,500									
Con. 19. Hartford and New Haven.	38								92		
20. Housatonic, (10 months.).	74	1,244,123				150,000			30	17 30	
21. Stonington, (year ending 1st Sept.).	48	2,600,000	113,889			154,724	79,845		41	1,645 41	
N.Y. 22. Attica and Buffalo.	31 1-2	268,275	45,896	7,522							
23. Auburn and Rochester.	78	1,727,361	189,693	112,000					107	30 107	
24. Auburn and Syracuse.	26	743,931	86,291	27,334					100		
25. Buffalo and Niagara.	22	200,000							29½	885 29½	
26. Erie, (446 miles.).	53	5,000,000		48,000					70	1,525 70	
27. Erie, opened.	26	2,200,000									
28. Harlem.	95	1,500,000							63	5,245 63	
29. Hudson and Berkshire.	16 3-4	1,030,949	69,948	58,780		84,306	40,000			460 63	
30. Long Island.	43	600,000	76,227								
31. Mohawk.	6	180,000									
32. Tonawanda.	25	475,865	44,325	21,000							
33. Troy and Greenbush.	20 1-2	633,520	28,043		1				131		
34. Troy and Saratoga.	22	300,000	42,242	3,000	9				119		
35. Troy and Schenectady.	78	2,124,013	277,164	180,000					105½	5 105½	
36. Schenectady and Saratoga.	53	1,080,219	163,701	72,000							
37. Utica and Schenectady.	61	3,200,000	682,832	383,880							
38. Utica and Syracuse.	26	500,000							98	150 98	
N. J. 39. Camden and Amboy.	16	300,000							80		
40. Elizabethtown and Somerville.	26	1,000,000									
41. Morris and Essex.	46	1,250,000									
42. New Jersey.	10 1-2	860,000							30		
43. Paterson.	36	120,000									
44. Beaver Meadow.	10	900,000									
45. Cumberland Valley.	16 1-2	100,000							144		
46. Franklin.	9	315,000			12				10		
47. Harrisburg and Lancaster.	20	800,000							105		
48. Hazleton branch.	30	400,000							45	3,455 45	
49. Little Schuylkill.	29 1-2	1,500,000									
50. Lykens Valley.	94	9,000,000									
51. Mauch Chunk.	10	1,000,000									
52. Minehill and Schuylkill Haven.	25	400,000	20,000						41	2,339 41	
53. Norristown.	93	4,400,000	43,043	200,000		210,000					
54. Philadelphia and Trenton.	16	600,000									
55. Pottsville and Danville.	188	7,623,600	575,235	279,402		658,620	346,946		48½	20 48½	
56. Reading.	58	3,000,000							5		
57. Schuylkill valley.	38	1,800,000	177,227	71,691		212,129	104,529		84		
58. Williamsport and Elmira.	17 1-2	260,000						3			
59. Philadelphia and Baltimore.	60	766,000									
60. Frenchtown.	78 1-2	850,000									
61. Baltimore and Ohio, (1st Oct.).	61 1-2	1,200,000									
62. Baltimore and Susquehanna.	22 1-2	700,000									
63. Baltimore and Washington.	32	500,000									
64. Greenville and Roanoke.	84 1-2	1,360,000									
65. Petersburg and Roanoke.	161	1,800,000									
66. Portsmouth and Roanoke.	136	2,400,000									
67. Richmond and Fredericksburg.	66	800,000	201,464	77,456		328,425	180,704		55		
68. Richmond and Petersburg.	190	2,581,723	227,532	93,190		248,096	147,523				
69. Winchester and Potomac.	147 1-2	2,650,000	248,026	158,207							
N. C. 70. Raleigh and Gaston.	46	500,000									
71. Wilmington and Raleigh.	40	450,000									
S. C. 72. Charleston and Hamburg.	40	400,000									
73. Louisville and Cincinnati.	40	400,000									
Ga. 74. Central.	40	400,000									
75. Georgia.	40	400,000									
Ala. 76. Tusculum.	40	400,000									
Ky. 77. Lexington and Ohio.	40	400,000									
Ohio 78. Little Miami.	40	400,000									
79. Mad river.	40	400,000									
80. Monroeville and Sandusky.	40	400,000									
Mich. 81. Detroit and Pontiac.	25										
82. Erie and Kalamazoo.	33										
Ind. 83. Madison and Indianapolis.	56	152,000									
Can. 84. Champlain and St. Lawrence.	15	212,000		12,000		58,000	24,000		110		Purchased from the State.

The costs of those roads marked * were taken from de Gerstner's report, published in the Journal in 1840.

Purchased from the State.

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We particularly request statements of the traffic of each week and of the corresponding week of last year to be regularly sent to us.

Correspondents will oblige us by sending in their communications by Monday morning at latest.

We are endeavoring to devise a mode of advertising the rates of fare and distances of the principal railroads in the country, and have opened a correspondence on the subject with gentlemen connected with some of the most important works.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, February 13, 1845.

It will be seen that we have changed the arrangement of the sales of shares, in order to give a better general view of their operations, and to save valuable space. During the past week 15,070 shares were sold in New York; of these, only 35 brought above par, 150 sold for 98, and the remainder went from 76 to 30. In Boston there were sold during the same period of Massachusetts road stocks only 432 shares varying from 99½ to 121. The very high price of these stocks is not owing to their reasonable dividends but to their security as investments.

WESTERN RAILROAD.—Receipts for the week ending February 1:			
	1845.	1844.	
Passengers, - - -	\$5348	\$3455	
Freight, etc., - - -	7401	5496	
Total, - - -	\$12,749	\$8951	

MOHAWK AND HUDSON RAILROAD for the week ending 31st of January, 1845:

For passengers and local freight,	\$694.51
Western freight, - - -	498.18

Receipts for same time last year, 615.00

Increase equal to 94 per cent., - \$577.69

PHILADELPHIA AND READING RAILROAD.—Gross receipts for the month of January, 1845,		
Receipts for the same time last year,	\$40,675.43	21,468.16

Increase, equal to 90 per cent., \$19,207.27

Tonnage of coal in January 1845,	29,838
do do 1844, - - -	11,739

Increase equal to 154 per cent., 18,199

The receipts for January, 1843, were \$13,937.69; the above statement thereby showing the remarkable increase of \$26,737.73, or 192 per cent. over the same period two years ago.

THE COAL TRADE.—Sent by railroad up to Thursday evening last.—*Miners' Journal*.

Schuylkill Haven, - - -	2,096.18
Pottsville, - - -	1,360.04

Per last report, - - - 3,457.02

28,205.04

31,662.06

MINEHILL AND SCHUYLKILL HAVEN RAILROAD.—The following is the amount of coal transported over this road, for the week ending on Wednesday evening last:

Per last report, - - -	2,904.14
19,309.17	

Total, - - - 22,214.11

We have great pleasure in placing before the railroad community, the following extract from a letter addressed to us by Mr. C. L. Lynda, formerly superintendent of the Troy and Schenectady railroad, and now in charge of the passenger, baggage and mail cars on the line between Albany and Rochester.

"The cars for the passenger business belonging to the roads, viz. Mohawk and Hudson, Utica and Schenectady, Syracuse and Utica, Auburn and Syracuse, Auburn and Rochester, were put into general stock, each owning according to its length, and put in charge of a general superintendent, under whose directions they are repaired, and placed for service. The repairing is done by contract, the contractor keeping the cars in order and clean, furnishing stoves, oil and men, at certain points on the line, to examine the trains and renew oil, etc. He makes, and is liable for all repairs and accidents, except such as occur from negligence or the engine leaving the track, loose bars, etc., which is a local charge upon the road on which it happens. The price paid him is one mill per mile for each wheel run. This is a saving to the roads, and a profitable job to the contractor."

We said, a few weeks since, that competition would make the roads from Albany to Buffalo work as one line, little imagining at the time, that it was already more than half accomplished.

EASTERN RAILROAD.

The Portland, Saco and Portsmouth railroad company was incorporated March 14, 1837; organized Dec. 25, 1840; renewed Nov. 25, 1845. It is 51 miles long, connects with the Eastern by a bridge over the Piscataqua river at Portsmouth, and with Boston and Maine at South Berwick, 13 miles east of Portsmouth. For the year ending Nov. 30, 1843, it divided 3½ per cent., and for the past year 6 per cent. Its cost is not definitely settled, but will amount to about \$1,200,000, a little over \$23,000 per mile. It is laid with a T rail, 56 lbs. to the yard; highest grades 35 feet per mile, passes through the towns of Keeting, Elliot, South Berwick, North Berwick, Wells, Kennebunk, Saco, Scarborough to Portland.

	Gross income.	Net income.
1843 - - -	\$89,997.08	\$47,165.98
1844 - - -	124,497.39	74,841.25

The number of miles run being severally 102,036 and 117,008, and the expenditures 47 cents and 42½ cents per mile run.

The Eastern railroad, extending from Boston to Portsmouth, N. H., 54 miles, was partially opened Aug. 28, 1838, and for the whole distance Nov. 9, 1840, and has also a branch of 3 miles to Marblehead.

Gross income for 1844, \$337,238.46

Current exp. 53.11½ pr m. run, 109,318.86

From the road, net income, \$227,919.60

From rents, etc., do 6,661.14

\$234,580.74

Int. to State on 500,000

loan, \$25,000.00

Dividend in July, 79,887.50

Dividend in Jan'y, 91,300.00 \$196,187.50

\$38,393.24

Sales of property over costs, 9,344.57

Surplus of 1844, \$47,737.81

Surplus previously, 39,310.30

Total surplus, \$87,048.11

Number miles run 204,962, number passengers 544,994; average cost of carrying a passenger 1 mile 1-166 cents; receipt from each company per mile 3-351 cents.

The preceding may be more particular than you want, but may be useful among your notes for reference. It is to be regretted that some uniform mode of making up all railroad accounts could not be adopted through the country. This, and a great many other advantages might accrue from the appointment by the several railroad companies, of one general agent to collect all the statistics, collate the regulations, and describe and compare all the different modes of doing the same thing on all the roads—ascertain the prices and qualities of the work and materials used at various places, and bring together the vast amount of useful information and detail that is now lost to a great portion of this great interest. When it is recollected that each railroad has a direct interest in having all others conducted on the safest and most economical plan, because the safer and the cheaper, the larger is the amount of travel, and the more it is diffused, there would seem to be no objection to such a plan. This, and what must be done to bring it about, an annual meeting of one representative from each road at some central point in the country, it would, I think, be worth while to suggest in your Journal, and if it should be generally approved, some means might be adopted to bring it about. I make these remarks as you seem desirous of making your Journal of service to the railroad interest, leaving it entirely to your judgment to give any heed to them or not.

The gentleman to whom we are indebted for the above very interesting and friendly communication, will see that we have availed ourselves of his kind permission to the fullest extent. The idea of a general agent to collect and collate all the information which experience is daily furnishing, strikes us as most excellent, as well as practicable, at a very trifling cost to the companies. This is precisely the kind of information we should like to give in the Journal, and, this again, besides making these important results more generally known, would still further decrease the expense to the companies. We shall recur to the subject, and in the mean time, beg leave to draw to it the attention of some of those gentlemen who, to our knowledge, have long had in view a general means of communication between the different railroad companies, so as to give each company the full benefit of the experience of all the other companies in the Union.

THE RAILWAY SYSTEM.

A few remarks taken from an article in "The London Times" on "The Railway System and the Board of Trade," will be perused with interest. We had flattered ourselves that some similar, liberal and enlarged views on "The Railway System" to be pursued in this State, would have appeared in the late message of the Governor. But the subject of railroads—by far the most important topic which can come up before the Legislature for some years—is not even alluded to: the Railways of New York and the Canals of Canada have been overlooked or considered unworthy of notice by their respective Governors. We regret this the more, as that part of the State where the Governor resides, Northern New York, is peculiarly interested in the success and extension of the railroad system. Several very important surveys have been made at the expense of the State, some very incorrect information has been disseminated, and much still more important information has been, as far as possible, withheld from the public. Now we have the best authority for stating, that the Governor is intimately acquainted with the resources of the north, as well as with the proper means of developing them—a subject, by-the-by, little understood. It is not unreasonable to suppose that he has a good general acquaintance with the southern counties; and he must be aware of the extraordinary position in which the western farmer is placed, who, because he has aided in constructing a canal to the lakes, is now taxed to keep down the tolls on produce brought to his own market from the cheap lands in the western States. It is to the "Railway System" alone that the northern, southern, river, and even some of the central or canal counties, can look for any substantial general improvement. We repeat that we are disappointed, mortified to find, that the ablest public man in the State, in the longest message ever seen, even in this country, should have utterly neglected the subject of railroads, and passed by, without remark, the wretched imposition to which the farmer must submit, in order to perpetuate the disabilities which reduce his income one half, by excluding him from the use of a communication leading to a market almost boundless in its demands.

"The course which Parliament intends to pursue with respect to railways in the ensuing session is now become a subject of great interest. To develop a sound and permanent system of intercommunication suitable to the commercial and political situation of the country, both in its national and continental relations, is a matter of no inconsiderable difficulty; and this difficulty becomes still more perplexing by the necessity which exists for repairing the errors that have already been committed, while preserving a due regard to existing interests of so large a character as those already involved in these undertakings.

The full effects of the railway system are but very imperfectly comprehended by the great majority of persons. It is looked upon generally as merely a more easy mode of transporting persons, for pleasure or for business, from one place to another. But those who look deeper into the matter discover in it a principle which

is fast producing a change on the whole commerce of the country—which is daily absorbing the merchandise traffic to such an extent as must affect, to an unknown degree, the value of property, by altering the relative cost of transit for our mineral productions and our manufactures, which form so important an item in the value of the staple commodities and general merchandise of the country. The laying out of railways, therefore, on a comprehensive plan is a subject requiring the most serious consideration; and the most extensive experience which can be brought to bear upon this question will be required to obtain even an approach to a sound and judicious decision on this difficult subject.

The Railway Board undoubtedly contains some clever men, and the character of the President is above reproach. But cleverness is as far removed from that grasp of mind which this subject requires as it is from that practical experience without which far greater talents than even the collective Board can boast would be of but little avail. To judge of such questions as these, military engineers are almost totally incompetent, unless they possess talents quite distinct from those of their own profession.

Not one in twenty of the owners of the high-sounding names attached to various of the new schemes knows personally the truth of any one single fact which has been stated respecting the schemes with which they are connected; and they have only at any moment to sell their shares, pocket the premium, and declare they have been deceived by the false representations of others, in order to exonerate themselves from the consequences here stated. The proceedings of the Board of Trade peculiarly favor such operations; while the old-established companies, who bring forward schemes guaranteed on a tangible capital of their own, and supported on the statements of those who must be responsible for them, are left without the possibility of being able to refute the statements of their opponents, however erroneous they may be. Such appear to be some of the probable evils that will attend the decisions of the Board of Trade, made, as these decisions will be, on most inconclusive evidence, and by persons inexperienced in the matter."

READING RAILROAD.

To the Stockholders of the Philadelphia and Reading Railroad Company.

It is with pleasure the Managers communicate to you the present situation of the Company, and the progress of the work under their charge during the past year.

By reference to the annexed report of the engineer, it will be seen that the double track has been completed from the terminus of the road, in Schuylkill county, to the coal depot at Richmond, on the river Delaware.

The original design of connecting the coal region by a double track railway with the river Delaware has thus been carried into effect, and an increase, not only in the trade itself, but in convenience, regularity, and economy, cannot fail to be attained.

To this great result of the past year, the Managers have to add, that the extensive improvements for the shippers of coal on the Delaware are on the eve of completion, and will be entirely prepared for use before the opening of the trade of next season. It will be observed, by the report of the engineer, that they afford conveniences of the highest order, and with the ease and economy of transhipment will secure the great shipping trade in coal, which has thus far exhibited a progressive increase in each year.

It will also be seen by the report of the same officer, that other essential improvements have been constructed to facilitate the immense traffic

of the road, and to give to each portion greater regularity and economy.

The workshops have been enlarged with advantage, and the company is now able to make all the repairs essential to their machinery. The delay and expense that necessarily follow the employment of those not under the charge of its officers have rendered this arrangement highly beneficial.

The report of the Superintendent of Transportation exhibits the increase of the machinery for the past year.

The engines are of the first class, and combine all the new and important improvements. An equal distribution of weight, with an increase of power, is attained, and experience has shown them to be peculiarly adapted to the heavy tonnage of the road.

Great advantages, it is believed, will result from the use of the iron coal cars. They possess greater durability, and have less useless weight, than any heretofore in use.

The arrangements made for the ensuing season with those engaged in the coal trade, have rendered it necessary that the managers should increase the machinery. They have, therefore, contracted for six hundred additional iron coal cars, and four new engines, to be delivered early in the spring. This increase, they believe, will enable them to supply the wants of the colliers, and transport as much coal as even the increased trade will require.

The Managers hope that they will not be deemed to depart from the appropriate sphere of their report, by reminding you that this work was commenced in 1835, a year of comparative prosperity. At that period it was the intention to make a railway to Reading only, other companies having the right to construct roads from that place to the coal region. The financial disasters of the ensuing years frustrated their designs, and this company was compelled to extend its work. In its progress, heavy floating liabilities to contractors and others were incurred. The creditors, irritated at delay and procrastination, by legal proceedings, carried to extremity, threatened to render fruitless all further attempts to prosecute the undertaking, and the prostration of the company was confidently predicted as inevitable.

Notwithstanding these embarrassments, the work gradually progressed, until the original design may now be deemed fully accomplished.

The heavy outlays for construction account, cars, and engines, combined with the settlement of old claims, arrears of interest, land damages, law expenses, &c., have added greatly to the cost of the work, as will be seen by the accompanying statement of the treasurer.

It will be further increased by the payment for the cars and engines contracted for, the completion of the wharves at Richmond, and the settlement of some claims still unadjusted.

The rapid accumulation of debt during several years past, while such heavy outlays for the purposes named were going on, must have been expected, but the stockholders will naturally be desirous of knowing when this increase of debt is to terminate. In answer to this inquiry, it may be stated that the cost of the entire work and machinery will not, in any event, exceed \$10,000,000, and when it shall become advisable to increase the expenditure to this amount, its capacity for business will be almost unlimited.

The immediate object of the managers, however, will be to keep in perfect repair the road and machinery, and to render productive, at the least practicable further outlay, the large investment already made.

The business of the past year, and the revenue resulting from it, will appear by the accompany-

ing statements. The gross receipts for that period exceed those of the preceding year 46 per cent., although the work was, in many essential respects, unfinished. Without double track and sufficient machinery, and with limited shipping facilities, the Company, during the greater portion of the past year, was compelled to relinquish many valuable opportunities for increasing its business, and the ensuing season will be the first in which its merits, as an investment, can be fairly demonstrated.

The cost of transporting coal during the past year under the disadvantages already mentioned, has been reduced to 41 $\frac{1}{2}$ cents per ton, a saving of 4 $\frac{1}{2}$ cents per ton on the expense of the previous season.

New sources of revenue have also been secured by connections with important portions of the mining districts, and the company will be enabled, for the future, to send their cars to every mine in Schuylkill county.

The advantage of having the coal transported direct from the colliery to the vessel, without transshipment, is apparent, and seems universally appreciated, as all engaged in the trade have been found desirous to contract with the company for the ensuing year.

In conclusion, the Managers feel that they may justly congratulate the stockholders upon the present situation of the company. The works are on the eve of completion. They afford every facility for trade and profit, and in construction and revenue may rank as the first of the local improvements of Pennsylvania.

They do not believe that an institution can fail to be successful, when its prosperity is based upon a well-ascertained ability to furnish with speed, economy, and convenience, an article demanded by the interests and necessities of each citizen.

Statement of the Affairs of the Philadelphia and Reading Railroad Company, made up from the Balance Sheet of the Ledger, to Dec. 1st, 1844—

Dr.	
To Railroad Locomotive Engines and Cars, and Real Estate, - - -	\$9,398,354 96
" Sundry Accounts, - - -	43,862 44
" Cash, Balance on hand, - - -	15,352 24
Total,	\$9,457,569 64

Cr.	
By Stock Shares, 40,200 at \$50, \$2,010,000	00
By Loans,	
6 per cent. Loan of 1841, inconvertible, payable 1843, - - -	250 00
6 per cent. Loan of 1841, do. payable 1845, - - -	44,250 00
" do do 1842, do do 1847, - - -	383,700 00
" do do 1839-40, conv. do. 1850, - - -	1,956,500 00
" do do 1839, £117,500, conv. payable 1850, - - -	564,000 00
" do do 1843, £208,000, mort. & do 998,400, pay'l 1860, - - -	1,352,900 00
" do do of 1843, mort. & do 354,500 - - -	
" do do 1844, mort. & do pay'l 1860, - - -	1,398,500 00
5 do do 1836, £196,000, mort. & do pay'l 1860, - - -	940,800 00
Total of Loans,	\$6,640,900 00

By Sundry Accounts—	
Due sundry persons, - - -	54,139 56
Obligations issued for settlement of arrears of interest due in England July 1st, 1846, - - -	113,957 55
Due for Loc. Engines and Cars to the Proprietors of Locks and Canal Co. at Lowell, 238,944 75	

Due for Coal Cars to sundry persons, - - -	77,546 25
By Notes payable, - - -	316,491 00
" Coal Certificates, - - -	139,576 94
" Bonds and Mortgages on Real Estate, - - -	18,200 00
" Superintendent of transportation, - - -	126,650 00
" Engineer, - - -	30,852 15
	6,802 44
Total,	\$9,457,569 64

SUPERINTENDENT'S REPORT.

The following report, for the twelve months ending 30th ult., is respectfully submitted.

Compared with the year ending Nov. 30th, 1843, the coal tonnage has increased 91 per cent.; the revenue from merchandize 12 per cent.; and from passengers 19 per cent. The business of the road in each item is shown in detail in Statement A.

Statement B. exhibits the expenses of the department, and statement C. the apportionment of them to the several items of business, by which it will be seen that there has been a reduction in the cost of transportation.

Statement D. shows the machinery now on the road. During the past year, it has been increased by nine six-wheeled locomotive engines; (six from the manufactory of Messrs. Baldwin & Whitney, two from that of Messrs. Norris & Brothers, and one from the Newcastle Manufacturing Co.) Their average load has been 100 coal cars, laden with 380 tons coal. During the same period, 856 iron coal cars have been procured, weighing 2 tons 8 cwt. each, and carrying 5 tons of coal; also, 8 wooden coal cars, and 57 cars for the transportation of merchandize.

Statement E. exhibits the working and cost of repairs of the locomotive engines.

Statement F. shows the cost of repairs of the freight, passenger, and coal cars, including the renewal of those injured and destroyed by accidents.

The cost of transporting coal, including repairs of engines and cars, has been 41 $\frac{1}{2}$ cents per ton, exceeding by 1 $\frac{1}{2}$ the estimate in my last annual report.

The greatly increased power of the new engines, (their load exceeding the average of 1843, 218 tons,) combined with the expected economy in the use of iron cars, (both of which were placed on the road late in the season,) will reduce the cost of transporting coal during the coming year to between 35 and 38 cents per ton.

It will be still further reduced, annually, as important improvements in the machinery of the road must follow the application of mechanical science to railway transportation.

STATEMENT A.

Amount of Business on the Philadelphia, Reading and Pottsville Railroad, for 12 months ending November 30th, 1844.

TONNAGE.

Total amount of coal transported in tons of 2240 lbs. - - -	421,958
Do do mdze. do 2000 lbs. - - -	20,472
Do do of all materials for use of Road, and laying 2d track and turnouts, including 77,065 cubic yds. earth for wharves, 128,946 sills, 9,377 tons iron, 6,363 stone for bridges, water pipe, and sundry other materials, in tons of 2000 lbs. - - -	160,138
Total tonnage for year, including weight of passengers, in tons of 2000 lbs. - - -	659,299
Total amount of coal transported, to date, in tons of 2240 lbs. - - -	691,421

Total tonnage of Road, from May, 1838, to present date, in tons of 2000 lbs. 1,141,236

PASSENGER TRAVEL.

Total No. of passengers transported during the year, - - -	66,503
Do do miles travelled, by same, - - -	3,159,909
Equal to, in through passengers, - - -	33,979

GROSS RECEIPTS OF ROAD.

From freight on coal, - - -	\$448,508 91
" passenger travel, - - -	92,362 15
" freight on merchandize, - - -	49,292 76
" transportation of U. S. mail, - - -	7,416 66
" miscellaneous, - - -	32 57
Total,	\$597,613 05

STATEMENT B.

Gross Expenses of the Transportation Department of the Philadelphia and Reading Railroad for the 12 months ending November 30th, 1844:

RUNNING ACCOUNT.

Wages of Engineers, Conductors, Firemen, Brakemen, and Train-time Keepers, - - -	\$53,922 40
Fuel, 24,147 $\frac{1}{2}$ cords wood, - - -	53,396 88
Do Anthracite Coal, - - -	3,606 20
Oil for all purposes, 12,149 gallons, - - -	11,028 50
Tallow and Grease, for Cars, &c., 27,021 lbs. - - -	1,779 13
Columbia R. R. expenses, amount tolls paid State, - - -	17,243 21
Do do do hauling across Schuylkill Bridge, - - -	1,098 00
Hauling Cars in Broad street, Philadelphia, - - -	1,430 57
Renewals, articles on Coal Trains, Ropes, Lamps, - - -	681 06
Coal left on Road short of consignment, from broken axles and other causes, used by Co. in Water Stations, Stationary Engines, &c., - - -	1,718 50
Loading and unloading wood and freight, wharfage on wood, - - -	2,732 07
Cotton waste, for engines and shops, - - -	628 69
Goods lost, stolen, or damaged, - - -	627 54
Sundry petty expenses during the year, - - -	382 01
	\$150,274 76

WORKSHOP ACCOUNT.

Wages of all mechanics at repairs, engines, cars, &c., - - -	\$37,482 11
Bills of bar iron, steel, and hardware, - - -	13,176 48
Iron castings, (previous to erection of foundry,) - - -	1,057 46
Timber and lumber, - - -	3,028 17
Tires, and sundry materials for engines and cars, - - -	3,318 18
Bills of work and repairs done elsewhere, - - -	736 93
Coal for smith shops, chiefly bituminous, - - -	1,595 34
Sundry petty expenses, - - -	128 49
	\$60,584 16

DEPOT ACCOUNT.

Wages, depot hands, cutting wood, pumping water, and tending trains, - - -	\$19,429 88
Wages of watchmen, - - -	2,294 06
Bills of cutting wood, - - -	5,977 68
Coal for water stations, - - -	404 79
Pumping water by horse power, and water rents, - - -	517 72
Materials and work for Depots, - - -	901 63
Sundry petty expenses, - - -	60 93
	\$29,586 69

OFFICE AND SUPERINTENDENCE ACCOUNT.	
Stationery, -	\$652 46
Printing, -	191 24
Subscription to, and advertising in papers, -	107 80
Furniture, materials, rent, and sundries for offices, -	392 17
Salaries of all officers, agents, and clerks in department, -	12,313 81
	\$13,657 48
Total,	\$254,102 09

STATEMENT C.

Actual Expenses of the Transportation Department of the Philadelphia and Reading Railroad, for 12 months, ending Nov. 30, 1844.

Transportation of 421,958 tons of coal, from coal region to Richmond, junction with state road, and other points, at 41 $\frac{1}{2}$ cts., -	\$176,378 44
Expenses of transportation between junction with state road and company's depot in Philadelphia, including tolls paid state, hauling across bridge, hauling in Broad street, and tolls paid city, in all, -	22,086 70
Transportation of 33,979 through passengers between Pottsville and junction with state road, at 37 $\frac{3}{4}$ c. -	12,674 17
Transportation of 20,472 tons merchandise between Pottsville, Reading, and other points, and state road, at 64 $\frac{1}{2}$ cents, -	13,245 38
Superintendence, including salaries of all officers, clerks, and coal agents at depots, -	12,918 91
Pay of watchmen at depots, engine houses, and switches, -	2,294 06
Office expenses, including coal for fires, materials, &c., -	2,230 73
Work and materials for repairs of depots, pumps, &c., -	720 57
Sundry petty expenses, running extra engines, &c., -	1,600 09
Actual net expenses for year, -	\$244,149 05
Add for materials on hand, November 30th, 1844, as follows—	
Wood, -	6,500 25
Bar iron and steel, -	2,546 85
Engine gearing, tubes, &c., -	2,262 83
Car gearing, wheels, springs, &c., -	1,200 94
Brass and iron castings, copper, lead, &c., -	1,085 00
Timber and lumber, -	930 40
Bituminous coal, -	371 70
Anthracite coal, -	315 50
Tires, axles, &c., -	1,824 00
	\$17,037 47
Deduct amount of same on hand, Nov. 30th, 1843, -	7,084 43
	\$9,953 04
Gross expenses for year, -	\$254,102 09

STATEMENT D.

Amount of Running Machinery on the Philadelphia and Reading Railroad, Nov. 30, 1844.

LOCOMOTIVE ENGINES.	
8 4 & 6-wheeled light engines for passenger trains and light duty.	
29 6 & 8 do engines for hauling coal and freight.	
1 4 do made in 1837, and used for kyanizing timber.	
9 6 do do of the heaviest class, used for Falls' grade, and hauling coal.	
47* in all.	

* One engine has been sold to the State of Michigan.

COAL CARS.	
856 4-wheeled iron coal cars.	
1,600 do wooden do.	
2,456 in all.	
FREIGHT CARS.	
52 4-wheeled covered house cars.	
189 4 do open truck do.	
2 8 do covered house do.	
22 8 do open truck do.	
265 in all.	

PASSENGER CARS.	
12 8-wheeled passenger cars.	
2 4 do do.	
5 4 do baggage do.	
19 in all.	

STATEMENT E.

Working and Repairs of Locomotive Engines during the 12 months ending November 30th, 1844.

REPAIRS OF ENGINES.	
Cost of all materials used, iron, brass, steel, timber, &c., -	\$12,576 22
Wages of mechanics at repairs, -	12,993 94
Proportion of superintendence, oil, tools, paint, &c., &c., -	2,163 26
Equal to 4 $\frac{2}{10}$ cents per ton. Total cost for year, -	\$27,733 42
WORKING OF ABOVE ENGINES.	
Total No. miles ran by coal and freight engines, -	504,219
Do do by light 4-wheel engines, -	108,822
Total number miles ran, -	613,041
Total No. tons, not including engine or tender, hauled one mile, -	108,080,152
Average weight of down loaded coal trains, not including engine or tender, in tons, -	348 $\frac{6}{10}$
Do do up empty do do, -	137
Do do passenger train do, -	28 $\frac{1}{10}$
Quantity of oil used by engine and tender, with above average coal trains, per trip of 90 miles, in quarts, -	4 $\frac{11}{100}$
Quantity of oil used by light engines running passenger and sill trains, &c., per 90 miles, in quarts, -	2 $\frac{64}{100}$
Total No. trips of passenger trains, -	736
Total No. of miles ran by engines from May, 1838, to November 30, 1844, -	1,460,680
Total No. of tons hauled one mile, not including engine or tender, between above dates, -	195,524,253

STATEMENT F.

Repairs of Coal, Freight, and Passenger Cars, during 12 months, ending November 30th, 1844.

REPAIRS AND RENEWALS OF COAL AND FREIGHT CARS.	
Cost of materials, iron, brass, steel, &c., -	\$16,353 18
Do timber and lumber, -	2,587 87
Wages of mechanics, -	16,405 74
Superintendence, oil, tools, paints, &c., -	3,315 72
	\$38,662 51
Making an average cost, per ton hauled, of 5 $\frac{1}{10}$ cents.	
No. gallons oil used by coal and freight cars during year, -	4,579
No. pounds tallow and lard, -	25,310

REPAIRS AND RENEWALS OF PASSENGER CARS.	
Cost of all materials, new axles, iron, steel, timber, &c., -	\$1,558 85
Wages of mechanics, -	1,204 16
Sundries, paints, varnish, &c., -	345 36

Total per year, -	\$3,108 37
No. gallons oil used by passenger cars, -	26
No. pounds tallow used by do do, -	1,206

RAILWAYS AND THEIR MANAGEMENT.

As I observe you request your correspondents to make their remarks by Monday, I continue the subject of railways and their management. It is a subject in which our citizens are interested, inasmuch as we have applications before our councils to lay down rails in Broadway, and also to appropriate an avenue on the west side of the city, as the main entrance for northern freight, and that destined to reach the city via Piermont, from the southern tier of counties. Both these measures are proper, but I trust they will not follow the plan adopted by the Harlem company in laying down their rails. There is some excuse for the first board of directors of the Harlem company, as all their design was to take up and set down passengers in the street between the Bowery and Harlem; but it is folly for a set of sane men to extend a road to White Plains, and to apply to the legislature to give them a charter to Albany, when they have not room to do a freighting business for half the county of Westchester on the limited space of ground in the open street, which they often fully occupy with their hay and iron, contrary to an ordinance of this city. Such management argues the truth of the remark I have heard made "that they are above law, and look to the rise of their stock more than to the accommodation of the public, or profit to their stockholders." This would really appear to be the case, or our citizens would not have submitted to the miserable manner in which their rails are laid through our streets, particularly at the crossings. It is very customary to see the young and the old prostrated by the needless elevation of the rails above ground. These falls you must often have observed from your windows. If my memory serves me, a respectable citizen lost his life in driving over the raised iron rails, the severity of the jolt discharging his gun.

The depot of the Western railroad at Albany contains some twenty acres, and a like quantity at Boston. The freight warehouses cover a space three times as large as our city hall, besides a large house for passengers. In Baltimore they have also twenty acres for their depot. There are five depots in Boston of ample dimensions, and in Philadelphia forty acres, at Richmond, to do a coal business. This being the case their is little fore-

cast, if not great ignorance, in a direction that attempts to palm off this road upon the public as the stem or terminus of railways from New Haven, from Albany, and the southern tier of counties. The termination of the Harlem road has not accommodation even for our city travel. It is now six days since the snow storm, and yet, strange to relate, such is the parsimony or want of means of this company, that they have not cleared off their track, although there is any number of laborers, at half price, to do this needful work, in default of snow ploughs and motive power. For the credit of the railway cause, in a city like this, it should have been accomplished promptly. The New Jersey railroad and Transportation company cleared out the long pass on Bergen hill the day after the storm, although ten or twelve feet of snow was drifted into the extended cut. The great western railroad, with its deep cuts through the Berkshire mountains, was cleared out the day after the storm. The Springfield and New Haven, and the Housatonic railroads, were also cleared I believe in one day; yet we find the Harlem railroad company obliged to abandon their cars for sleighs! thus placing themselves on a par with the omnibus line on the 3d avenue, who at the same prices have successfully competed with the railroad!

The inhabitants of Harlem complain, and with reason, that they are not accommodated, and that an unwise policy prompts the railway company to refuse to commute by the year, except at double the rates charged by Murphy's stages. The farming interest in Westchester also object that the rates charged them for the freight on milk, etc., is double, proportioned to the distance, to the prices charged on the Erie railroad; and that there is not the requisite accommodation afforded to them to transfer their agricultural produce.

I have called this road one of *promise*. This name is derived from a report of one of its presidents, who stated that the income "estimated for 1838 would be \$211,816

"	"	1839	"	296,544
"	"	1840	"	415,162

The president alluded to made the following remark, (1st Jan., 1837, p. 15,) "Enormous as this income seems to be, it nevertheless, to a certain extent, is sustained by arithmetical deductions, hard to be disputed, however difficult to be believed." Other presidents have also promised great results. Let us see the performance.

An official report to the legislature of 1840, shows that the receipts for 1839, instead of \$296,544, were \$99,784: and the expenses \$104,068. Since 1840, I have in vain looked for the annual reports, *required by law*, of

their proceedings. It is true, it is said they "are above law;" this may account for their infringement on the statute, year after year. The management which produced the present financial situation of this company, (to be found in the printed statement, made by a committee of the stockholders, 15th Oct., 1841,) may be a useful beacon to other companies. Its details up to the present time, may claim my attention, to show the error in selling their own unissued stock, greatly under par, and contrary to law, to raise money to pay debts; thus placing the stockholders who have paid 100 cents for stock, on a par with those who purchased from the company "2,980 shares at 29¢, and 8,150 shares at rates from 39½ to 58 cents on a dollar." A course that the committee say in the report alluded to (page 9,) "that if a necessity existed for a resort to the unissued stock, and for making sales of it, below par, it would have been more judicious and proper, if not required by fairness and good faith, to have first made the facts, (the indebtedness of the company) known to the stockholders." VERITAS.

CHESAPEAKE AND OHIO CANAL.—The Williamsport Banner says that the Committee recently appointed by the House of Delegates of the State of Maryland personally to inspect the Chesapeake and Ohio Canal from Dam No. 6, are, upon the evidence thus obtained, almost unanimously in favor of completing the work to Cumberland.—*Nat. Intel.*

From a friend at Harrisburg we have received a copy of the memorial which has just been presented to the legislature of Pennsylvania by the Pittsburg Board of Trade, on the subject of granting an untrammelled right of way to the Baltimore and Ohio Railroad Company through that state to the western waters.—It is a well written, forcible paper, and presents the question in new points of view, which cannot but obtain for it an attentive, and, we hope, favorable consideration. Pittsburg and Western Pennsylvania have a deep interest in this matter, and the legislature owes it to that section of the state to place it on a proper footing as a competitor for the site of the western terminus of our great railroad.—*Balt. Am.*

The Belfast Journal speaks favorably of a project of establishing a railroad from Belfast to Quebec. The route is already surveyed, and the people of Quebec are ready at any suitable moment to commence the road at the line. The projected railroad, while it would enrich a large section of country, increase the value of farms and other property, and open new and extensive markets, cannot fail to be a profitable investment to the stockholders. By a careful and liberal estimate, made some years ago, the entire cost of the road was put down at \$2,500,000.

CONNECTICUT RIVER RAILROAD.—The Greenfield and Northampton (Mass.) Railroad Company has been incorporated. The surveys have been completed, most of the stock is taken, and the Directors express their belief that, "if no untoward circumstances shall occur, the shrill whistle of the engine and the rattling of cars will be heard along the line of the road, before the next Thanksgiving shall be kept by the people." When this road is finished, there will be a continuous line of railroad from New Haven to Greenfield—distance 100 miles. The next

hitch will be from Greenfield to Brattleborough, 25 miles, where it will strike the extension of the Boston and Fitchburg Railroad, and thus give to the Vermonters, as well as to the people of Central Massachusetts, a choice of markets between Boston and New York, on nearly equal terms.—*Jour. of Com.*

Among the notices of applications to the Legislature, published in the New Jersey papers, is one to incorporate a company, with a capital of \$50,000, to construct a magnetic telegraph across the state, between New York and Philadelphia.

At the Duncannon Iron Works, Perry county, there were made and packed during the last two weeks, about two thousand casks of nails. It is supposed to be more than were ever made in the same period, at any one establishment in the United States, from the iron ore.—*U. S. Gaz.*

GREAT INDIAN RAILWAY.—Our attention has been drawn to a series of statistics, on which it is proposed to found an undertaking, to be called the "Great Indian Railway," from Bombay to Coringa, (on the Bay of Bengal.) The district thus intended to be traversed by the trunk line is known by name of the "Deccan," and comprises, within the reach of branch communication, some of the most important towns and native capitals of India. The area of country from which the project is to be supported is stated to contain a population of more than ten millions, while the known traffic, in its present irregular and half-developed state, presents a very imposing aggregate of tonnage.

In forming their estimates, the promoters of the undertaking have taken the Reports of the Bombay Chamber of Commerce as their basis—and from these it appears that there is a present traffic, to and from Bombay, of no less than 187,343 tons, the articles chiefly cotton and salt. This result is drawn from little more than half the entire Peninsula—for the distance between the eastern side and Bombay renders the former unapproachable by the present modes of conveyance, and it is only through the facilities of railway communication that the numerous products of that fertile, but now neglected region, can be made available. By the present modes of conveyance cotton has to be transported 500 miles to the coast to be carried by sea to Bombay—or to Mirzapore, on the Ganges, whence it has to descend that river 700 miles to Calcutta.

The destruction and delay arising from journeys of this duration, the cotton being conveyed by droves of small oxen, at the rate of 10 miles a day, form a serious item in the accumulation of the expense at which the raw material is shipped. To obviate this is one great feature of the undertaking. Some idea may be formed of the importance of this object from the fact, that while the present cost of conveying cotton from Nagpore to the port of shipment is from £14 to £20 a ton—the charge by railway of 2d. per ton per mile would be about £4 3s. 4d.

Besides the actual traffic now in existence, there are several sources of revenue which may be ultimately, if not for the present, relied on. The peculiar habits of the people will require time, in order to become familiarised with so complete a change in their established habits of locomotion. But prejudice, however deeply rooted, must ultimately yield to the enormous difference both in time and expense, that a contrast of the railway will present to their present system. There will also be the mails, which might be conveyed entire, through the aid of steamers in the Bay of Bengal, from Bombay to Calcutta in four days.

The great desideratum of all, however, to be considered is the ultimate development of internal resources now neglected—the promotion of intercourse with the inhabitants of other countries, and the consequent removal of baneful prejudices, which are the real barrier against the course of civilization.—*Railway Times.*

ATHLONE NEW BRIDGE—On Saturday, the 9th November, a new bridge crossing the Shannon in the town of Athlone, erected under the Shannon Commission, was opened to the public at one o'clock, p. m. and the old bridge, erected in the days of good Queen Bess, closed for ever at three o'clock. The ancient structure, which was placed at the lowest point of the town, and shallowest portion of the river, was a long range of small semi-circular unequal arches, carrying a strip of roadway so narrow as scarcely to allow a single carriage to pass, with recessed parapets, and of that inconveniently picturesque character which marked the work of early bridge builders. It was directly under the guns of the citadel or ancient fort, and was the scene, or connected with the events of some of the most stirring passages of Irish history. An ancient inscription stone, now presented to the Royal Irish Academy collection of antiquities, recorded some of those, and alluded to others in a style which the present town council of Athlone did not consider sufficiently complimentary for its re-erection on the new bridge. The site of the new bridge is higher up the river, to the northward of the old; it is wholly from the designs of Thomas Rhodes, Esq., civil engineer to the commissioners, who has judiciously placed the roadway at such a level as will avoid hereafter that tremendous descent into the bowels of the lower town as all who have passed the old bridge will recollect. The new bridge consists of 3 noble elliptic arches, each of 63 feet span, together with a cast iron swivel bridge, resting on heavy abutments, of 45 feet span, and 24 feet width of roadway; the general width of roadway is about 30 feet, with flagged footways of six feet at each side. The material is limestone of the finest colour, scantling, and texture, and the style of execution of every part, and the skill with which difficulties of no ordinary character in constructing the underwater work were met and overcome by the contractor, Mr. John M'Mahon, are in the highest degree admirable. The average depth of water under the bridge is about 18 feet, and when it is stated that the large coffer dams were driven and staunch upon a bottom of coarse open gravel, admitting water like a sieve, these difficulties will be appreciated by those acquainted with practical engineering. The swivel bridge was constructed and erected by Messrs. John and Robert Mallet, iron founders and engineers, of Dublin, and its execution has met the highest approbation from the engineer and commissioners. Although the width of roadway is so great, and the weight of the mass of framing, upwards of 300 tons, either leaf of the bridge can be opened or closed by a single man in about a minute. The largest castings probably ever made in this country occur in this structure; each of the traverse rings, which measure 24 feet across, weighs about 16 tons. Four of these rings, each of this large diameter, were turned in a lathe constructed for the purpose in the foundry, in order to render the bearing surfaces for the rollers true and polished. The style of the bridge is of the massive Roman order, and viewed from the ancient one bears much of that aspect of repose and grandeur which pre-eminently characterise London Bridge, that noblest building of its class which the hand of man has yet constructed.—*Civil Engineer.*

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

JOHN S. DARCY, Esq., President.

J. P. JACKSON, Esq., Secretary.

Capital, \$2,000,000.

ROBERT SCHUYLER, Esq., Vice President.

J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of Cortland street.	DAILY.				SUNDAY.	
	A. M.		P. M.		A. M.	P. M.
For Newark.....	9, 11, 12.....		2, 3, 4, 3-4, 6, 7, 1-2		9.....	4-3-4
" Elizabethtown.....	9, 11.....		2, 3, 4, 3-4, 6.....			
" Rahway.....	9, 11.....		3, 4, 3-4, 6.....			
" New Brunswick.....	9.....		3, 4, 3-4.....			
Leave New Brunswick.....	6, 7, 1-2, 11 1-2.....		8 3-4.....		11 1-2	8 1-2
Rahway.....	6 3-4, 7, 8 1-4, 12.....		4 3-4, 9 1-4.....			
Elizabethtown.....	7, 7 1-2, 8 1-2, 10 1-2, 12		3 1-2, 5.....			
Newark.....	7 1-2, 8 1-4, 9, 11.....		11 2, 4, 5 1-2, 7, 9 3-4		11 3-4	9 3-4

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4-3-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New York.		Newark.		Elizabethtown.		Rahway.		N. Brunswick.	
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York.....			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark.....	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown.....	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway.....	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick.....	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

RAILWAY IRON, LOCOMOTIVES.

Etc. The subscribers offer the following articles for sale:

Railway Iron, flat bars, with countersunk holes and mitred joints. lbs. per ft.

350 tons 2 by 15 ft. in length weighing 4 68

280 " 2 " 1 " " " 3 50

70 " 1 1/2 " 1/2 " " " 2 1/2

80 " 1 1/4 " 1/4 " " " 1 26

90 " 1 " 1/4 " " " 1

with spikes and splicing plates adapted there-

to. To be sold free of duty to State govern-

ments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.

Railroad Car and Locomotive Engine tires, wrought and turned or untuned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 2 1/2, 3, 3 1/2, 3 3/4, and 3 1/2 inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved at the greatest strain.

India rubber rope for Inclined planes, made from New Zealand wax.

Also—Patent hemp cordage for inclined planes and canal towing lines.

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

A. & G. RALSTON & CO.

No. 4 South Front st. Philadelphia, Pa.

RAILROAD IRON & FIXTURES.

The subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS, & CO.

21 Broad st., N. Y.

R. F. LIVINGSTON, Civil Engineer Hudson, New York. Refer to W. R. Casey, 23 Chambers st., N. Y.

SAMUEL NOTT, Civil Engineer, Surveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites, Towns, Farms, Wild Land, etc., etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

—REFERENCES.—

Col. James F. Baldwin and Col. J. M. Fessenden, Civil Engineers, Boston; Wm. Parker Esq. Engineer and Superintendent Boston and Worcester railroad.

CUSHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.

—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1/2 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks; T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



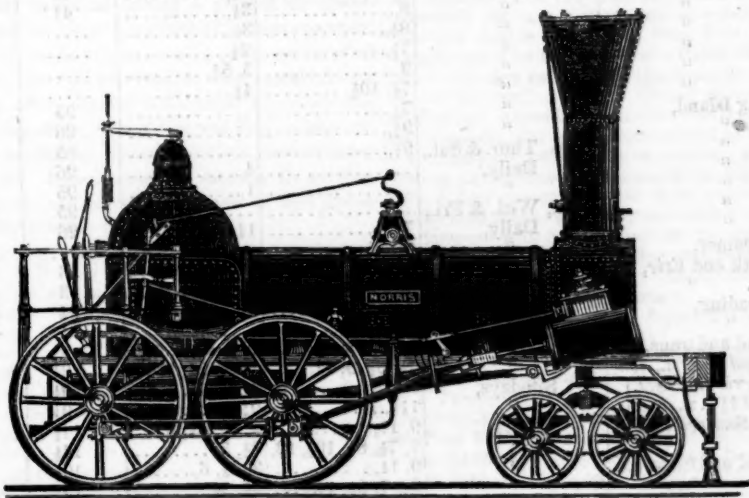
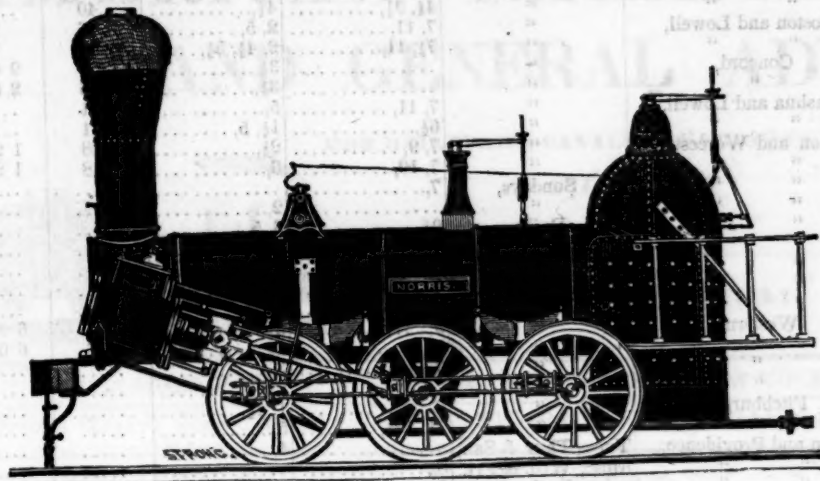
Manufactured and for sale by

MORRIS, TASKER & MORRIS.

Warehouse S. E. Corner of Third & Walnut Streets,

PHILADELPHIA.

NORRIS' LOCOMOTIVE WORKS, BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2	14	× 24
"	3	14½	× 20
"	4	12½	× 20
"	5	11½	× 20
"	6	10½	× 18

With Wheels of any dimensions, with their Patent Arrangement for Variable Extension. Castings of all kinds made to order: and they call attention to their Chilled wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—MORNING LINE.

The Train carrying the United States Mail leaves Pratt street Depot daily (except Sundays) at 9 o'clock, A. M. Passengers arrive in Philadelphia at about 3½ o'clock, and in full time for the evening lines for New York.

Evening Mail Line to Philadelphia per Railroad. The Evening Mail Train for Philadelphia, leaves the Pratt street Depot, daily at 8 o'clock P. M. through in seven hours.

The return Trains leave Philadelphia respectively at 8 A. M. and 4 o'clock P. M., and reach Baltimore at 2½ and 11 o'clock, P. M.

Freight to or from Philadelphia, taken daily (except Sundays) from President street Depot, at 50 cents per 100 lbs. A. CRAWFORD, Agent.

WASHINGTON BRANCH RAILROAD.

In consequence of the adoption of a new schedule by the Post Office Department, the following changes in the departure of the Trains on this road will go into effect this day, viz:

The Train that has hitherto left Baltimore at 2 o'clock, A. M. will now leave on the arrival of the Cars from the East, at or about 11½ P. M. and the departure of the evening train from Washington for this city, will be at 5½ instead of 4 o'clock, as at present. By order, D. J. FOLEY, Agent.

BALTIMORE AND OHIO RAILROAD

Hours of departure of the Passenger Trains on the "Main Stem" and "Washington Branch" of the Baltimore and Ohio Railroad, 3d March, 1844:

"Main Stem," Westwardly.
For Cumberland, Hancock, Martinsburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depots by the regular train, daily, at 7½ o'clock, A. M.
For Frederick and intermediate stations, by extra train, daily, except Sunday, at 4 P. M.

Eastwardly.
From Cumberland, daily, regular train, at 8 A. M.
" Hancock, do. do. 10½ A. M.
" Martinsburg, do. do. 11½ A. M.
" Harper's Ferry, do. do. 12½ P. M.
" Frederick, daily, except Sunday extra train, 8 A. M.
" do. by regular train, 2 P. M.
" Ellicott's Mills, daily, by several trains, at 7½ A. M. 12 M. and 4½ P. M.

Fare in either direction between Baltimore and Cumberland \$7, and for intermediate distances at the uniform rate of 4 cents per mile.

Through tickets are issued between Baltimore and Wheeling, respectively, \$1; between Baltimore and Pittsburgh, \$10; between Philadelphia and Wheeling, \$13.
By order, D. J. FOLEY, Agent.

FITCHBURG RAILROAD. OPEN TO ACTION.

Passenger Trains will run as follows: Leave Charlestown at 8 A. M. and 1 and 4 P. M. Leave West Acton at 7:30 and 10:31 A. M. and 6 P. M.

Stages, on the arrival of the first Train of Cars at Acton, leave daily (Sundays excepted) for Linton, Groton, Townsend, Lunenburg, Fitchburg, Ashburnham, Winchendon, Westminster, South Gardner, Templeton, Phillipston, Athol, Mass.; Fitzwilliam, Troy, Swanton, Keene, Walpole, Charlestown, N. H.; Chester, Windsor, Woodstock, Rutland, Middlebury, Royalton, Montpelier, and Burlington, Vt.

For further information, apply to THOMAS A. STAPLES, No. 36 Hanover st., or L. BIGELOW, No. 11 Elm st., Boston. Passengers leaving their names at the above offices, will be supplied with Railroad and Stage tickets, and conveyed to the Fitchburg Railroad Depot, free of charge.

Coaches will be at the Depot in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city. S. M. FELTON, Engineer.

BOSTON AND PROVIDENCE RAILROAD.

PASSENGER NOTICE.—Winter Arrangement.—To commence Monday, November 4.

On and after Monday, Nov. 4, the Passenger Trains will run as follows:

For New York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Tuesday, Thursday and Saturday.

For New York—Morning Line, via Long Island Railroad—Leave Boston at 8 A. M. on Monday, Wednesday and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains. Leave Boston at 8 A. M., and 3½ P. M.; and Providence at 8 A. M. and 3½ P. M.

Taunton at 8½ A. M. and 3½ P. M.

New Bedford, at 7½ A. M. and 2½ P. M.

Dedham Trains. Leave Boston at 9 A. M.—3 P. M., 5½ P. M.

Dedham at 7:50 A. M., 10½ A. M., 4½ P. M.

All baggage is at the risk of the owners thereof. WM. RAYMOND LEE, Sup't.

LONG ISLAND RAILROAD COMPANY.

Trains run as follows, commencing November 1st, 1844:

Leave Brooklyn at 8 A. M. (7½ New York side)—Boston Train—for Greenport, daily, Sundays excepted, stopping at Farmingdale and St. George's Manor.

Leave Brooklyn at 9½ A. M. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.

Leave Brooklyn at 4 P. M. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Leave Greenport for Brooklyn, Boston Train, at 1 P. M. or on the arrival of the steamers, daily, Sundays excepted, stopping at St. George's Manor and Farmingdale.

Leave Greenport at 9½ A. M. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays, and Fridays.

Leave Hicksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7 A. M. and 1½ P. M.

ON SUNDAYS

Leave Brooklyn for Hicksville and intermediate places, at 9½ A. M.

Leave Brooklyn at 4½ P. M. for Jamaica.

Leave Hicksville at 2½ P. M. for Brooklyn.

Leave Jamaica at 8 A. M. for Brooklyn.

Leave Jamaica at 3½ P. M. for Brooklyn. jal

FOR ALBANY AND BOSTON,

Via New Haven, Hartford, Springfield, and Western Railroads. Composed of the following steamers:

NEW CHAMPION, Capt. Stone; GLOBE, Capt. R. Peck; NEW YORK, Capt. Stone.

One of which will leave New York, from Peck Slip, daily, (Sundays excepted,) at 6½ o'clock.

Fare to Boston, \$5.

Railroad Cars leave immediately on the arrival of the above steamers at New Haven, and taking passengers through to Albany and Boston the same afternoon.

The steamboat BELLE, Capt. Roath, will leave New York every Monday, Wednesday, and Saturday afternoon at 4 o'clock.

N. B.—Freight for Albany, Springfield, and intermediate places taken by this line at low rates.

For further information inquire of D. B. Allen, 34 Broadway, or G. W. Corlies, 283 Pearl street.

NEW YORK AND ERIE RAILROAD.

On and after Monday, December 2d, until further notice, the steamboat

will leave the foot of Duane street every morning, Sundays excepted, at 8 o'clock, for passengers, and every afternoon at 3 o'clock, for freight and passengers.

Returning, the cars will leave Middletown at 6½ A. M. and 3½ P. M.

Stages for the West, leave Middletown upon the arrival of the morning cars, from the city.

Freight received from 9 o'clock, A. M. to 2½ o'clock, P. M.

For further particulars inquire of the Captain, on board, or of J. Van Rensselaer, Agent, or Duane and West streets.

jal H. C. SEYMOUR, Superintendent.

PHILADELPHIA AND READING RAILROAD.

WINTER ARRANGEMENTS on and after December 1, 1844.—No Passenger Trains will run on Sundays.

Hours of Starting.

From Philadelphia at 9 A. M., daily.

From Pottsville at 9 A. M., except Sundays.

FARES

1st Class Cars. 2d Class Cars.

Between Philad. and Pottsville, \$3 50 \$3 00

Reading, 2 25 1 90

All passengers are requested to procure their tickets before the train starts. jal

TRAINS LEAVE	FOR	BY	RAILROAD	DAYS	A. M.	P. M.	MILES.	FARE.
Boston	Portland	Boston and Maine,	Daily,	7 1/2	2 1/2	109	\$3 00	
"	Somerset	"	"	7 1/2	2 3/4	69	2 12 1/2	
Portland	Boston	"	"	7 1/2	3	109	3 00	
"	Somerset	"	"	4 1/2, 9 1/2	4 1/2	40		
Boston	Lowell	Boston and Lowell,	"	7 11	2 5	26	75	
Lowell	Boston	"	"	7 11	2 4 1/2, 5 1/2	26	75	
Boston	Concord	Concord,	"	"	3 1/2	76	2 00	
Concord	Boston	"	"	"	3 1/2	76	2 00	
Boston	Nashua	Nashua and Lowell,	"	7 11	5	41		
Nashua	Boston	"	"	6 1/2	1 1/2, 5	41		
Boston	Worcester	Boston and Worcester,	"	7 9	2 1/2	48	1 25	
Worcester	Boston	"	"	7 10	6	48	1 25	
"	"	"	"	Sundays,	7			
Boston	Worcester	"	"	Daily,	9 1/2	3 5		
"	Newton	"	"	"	8 10	4		
Newton	Boston	"	"	Mon., Wed. & Fri.,	7	4		
Boston	New York via Norwich	"	"	Tues., Thur. & Sat.,	7 1/2	4 1/2		
"	" " L. Island railroad	"	"	Daily,	9	2 1/2		
"	" " New Haven	"	"	"	9	2 1/2	156	
Albany	Albany	Western,	"	"	9	2 1/2	156	
Boston	Boston and Albany	"	"	"	8 1/2	1 1/2		
Springfield	New York via New Haven	"	"	"	7 1/2	3		
Boston	West Acton	Fitchburg,	"	"	8	1 4 1/2		
Charlestown	Charlestown	"	"	"	7 1/2, 10 1/2	5		
West Acton	New York, via Sound steamboat	Boston and Providence,	"	Tues., Thur. & Sat.,	8	4		
Boston	" " L. Island railroad	"	"	Mon., Wed. & Fri.,	8	4		
"	Providence	"	"	Daily,	8	3 1/2	41	
Providence	Boston	"	"	"	8	3 1/2	41	
Taunton	"	"	"	"	8 1/2	3 1/2		
New Bedford	Boston	"	"	"	9	3 5 1/2		
Boston	Dedham	"	"	"	7 1/2	2 1/2		
Dedham	Boston	"	"	"	9	3 5 1/2		
New York	Greenport	Long Island,	"	"	7 1/2, 10 1/2	4 1/2		
Brooklyn	Hicksville & intermediate places	"	"	"	7 1/2		95	
"	Greenport	"	"	"	9 1/2		26	
"	Hicksville, (Satur'd'y to Suffolk)	"	"	Tues., Thur. & Sat.,	9 1/2	4	95	
Greenport	Brooklyn, (Boston train)	"	"	Daily,		1	26	
"	" (accommodation do.)	"	"	"			95	
Hicksville	" & intermediate places	"	"	Mon., Wed. & Fri.,	7	1 1/2	26	
New York	Albany & Boston via N. Haven	Steamer,	"	"	6 1/2		53	
"	Middletown	New York and Erie,	"	"	8 3		53	
Middletown	New York	"	"	"	6 1/2	3 1/2	94	
Philadelphia	Pottsville	Reading,	"	"	9		94	
Pottsville	Philadelphia	"	"	"	9		94	
New York	Newark	N. J. railroad and trans. co.,	"	"	9 11, 12	2 3, 4 1/2, 6, 7 1/2	9 1/2	
Newark	New York	[9 A. M. and 3 P. M., connect with Morris Railroad.]	"	"	7 1/2, 8 1/2, 9, 11	1 1/2, 4 1/2, 5 1/2, 7, 9 1/2	9 1/2	
"	"	[9 A. M. and 4 1/2 P. M., trains, connect with Somerville Railroad.]	Sundays,	"	9	4 1/2	9 1/2	
New York	Newark	"	"	"	11 1/2	9 1/2	9 1/2	
Elizabethtown	New York	"	"	Daily,	9 11	2 3 1/2, 4 1/2, 6	14 1/2	
New York	Rahway	N. J. railroad and trans. co.,	"	"	7 7 1/2, 8 1/2, 10 1/2, 12	3 1/2, 5	14 1/2	
Rahway	New York	"	"	"	9 11	3 4 1/2, 6	19 1/2	
New York	New Brunswick	"	"	"	6 1/2, 7 1/2, 8 1/2, 12	4 1/2, 9 1/2	19 1/2	
New Brunswick	New York	"	"	"	9	3 4 1/2	31 1/2	
"	"	"	"	"	6 7 1/2, 11 1/2	8 1/2	31 1/2	
New York	New Brunswick	"	"	Sundays,	11 1/2	8 1/2	31 1/2	
Philadelphia	New York	Camden and Amboy,	Daily,	"	9	4 1/2	31 1/2	
New York	Philadelphia	"	"	"	7 1/2		91	
Philadelphia	Bristol	"	"	"	5 1/2		91	
Bristol	Philadelphia	Philadelphia and Trenton,	"	"	9		30	
Philadelphia	Baltimore	"	"	"		4	30	
Baltimore	Philadelphia	Philad. Wil. and Baltimore,	"	"	8		93	
Washington	Baltimore	"	"	"	9		93	
Baltimore	Frederick	Baltimore and Washington,	"	"	9	5 1 1/2	41	
Cumberland	Baltimore	"	"	"	6	5 1/2	41	
Hancock	"	Baltimore and Ohio,	"	"	7 1/2			
Martinsburg	"	"	"	"	8			
Harper's Ferry	"	"	"	"	10 1/2			
Frederick	"	"	"	"	11 1/2			
Ellicott's Mills	"	"	"	"		12 1/2		
Richmond	Petersburg	Richmond and Petersburg,	Sundays,	"	8	2		
Petersburg	Richmond	"	Daily,	"	7 1/2, 12	4 1/2		
Albany	Schenectady	"	"	"	10 1/2	1 1/2		
Schenectady	Albany	Mohawk and Hudson,	"	"	5 1/2			
Albany	Saratoga	"	"	"	8	5 1/2		
Saratoga	Albany	"	"	"	9	3 1/2		
Troy	Saratoga	"	"	"	7 1/2	2		
Saratoga	Troy	Troy and Saratoga,	"	"	7	12 1/2, 5		
Auburn	Rochester	"	"	"	7 1/2	3 1/2		
Rochester	Auburn	Auburn and Rochester,	"	"	8 1/2			
Buffalo	Buffalo	"	"	"	8	3		
Buffalo	Rochester	Rochester and Buffalo,	"	"		3		
Falls	Falls	Buffalo and Falls,	"	"	9			
Buffalo	Buffalo	"	"	"		1 1/2		
Buffalo	Albany	Albany and Buffalo	"	"	8 1/2			